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PROGRESS TOWARDS 'FREE SERVICE'

'50' career - with options

STUDY OF PROBLEMS

The Royal Navy is progressing firmly towards the ultimate in a volunteer force — a "free" service in which men will carry on with the job for the length of time most suited to their needs or circumstances.

Already the liberalization of engagement procedures has removed from boy entrants the fear of "signing away their lives," and at the other end of the scale, the Service, by means of the questionnaire published in the July issue, has given a clear message that an opportunity for longer careers would be welcomed.

From the schoolboy joining at age 15, to the Fleet Chief of 45 and beyond, the operative word is going to be **OPTIONS** — to cater for the widest possible range of requirements.

At the present time, the Navy retires all but a few of the most experienced men while they are still in their prime, which appears a strange routine for a Service seeking to boost recruiting and increase re-engagement.

On the other hand, maintaining the

present rate of advancement as an encouragement to young and ambitious men means finding room for them at the top — a situation common to any profession, but particularly so in the Royal Navy where ship life calls for a physical and mental fitness not always found in the older man, and where rapid technical developments demand a youthful approach and an agile mind.

Introduction of the rank of Fleet Chief has offered the opportunity for an assured career to age 45, but the eventual aim is to guarantee an even longer career, to age 50, for all those fit and able men who want it.

Early stages

BUT. Any scheme must at the same time allow the maximum number of options to leave earlier, for those who wish to seek a second career.

To maintain, at the same time, a satisfactory rate of advancement is only one of the problems which the Management is trying to resolve in the longer-career studies.

These studies are still in the very early stages, and must embrace other points such as pensions, resettlement, and re-training.

It is much too soon yet to see exactly the ways in which the present system will be changed, but as the new pattern begins to shape, every opportunity will be taken to keep the Fleet informed.



WON BY A BOW

By a distance of only 16 yards, H.M.S. Cavalier won the title of "Fastest Ship in the Royal Navy" by beating H.M.S. Rapid in two-hour speed trials off the east coast of Scotland. (See also page 5)



Sub. escape 'like the book'

The best escape system in the world went into immediate operation on July 1, when the submarine H.M.S. Artemis sank alongside the jetty at H.M.S. Dolphin.

Navy News spoke about the incident to Lieut.-Cdr. Matthew Todd, Flotilla Escape and Diving Officer on the staff of Flag Officer Submarines.

Lieut.-Cdr. Todd has trained thousands of submariners in escape procedures and has himself "escaped" in exercises at sea a couple of dozen times. This is in addition to hundreds of simulated escapes.

"We could have got the men out at any time," he said, "but the Artemis was leaning over so that the escape hatch was overhung by the ballast tanks of the submarine Ocelot alongside — O.K. for an emergency escape, but better to improve the situation when there is no immediate danger."

"The three men inside the submarine were kept informed by telephone, and their families knew exactly what was going on."

"The salvage teams assembled in remarkably quick time, and it was decided to wait until they got a wire round the bow of the Artemis, perhaps giving a lift, but mainly to turn the submarine more towards the upright."

"They succeeded in getting the bow from beneath the Ocelot."

"Two divers were then positioned outside the Artemis escape hatch as a further precaution to steer the escapers out of any trouble, and the three men came to the surface in 'copy book' style in the manner in which they had been trained."

Lieut.-Cdr. Todd had the highest praise for the speed of the salvage operations.

He emphasized, however, that "escape by salvage" is not the Royal Navy method, though this is a subject constantly looked at, and it will be studied again in the re-examination of escape procedures which was decided upon before the Artemis incident.

The Royal Navy's present escape methods have been developed to a standard which has been copied throughout the world. (See also P.15)

HATCHED OUT

The three escapers return to H.M.S. Artemis for a photograph at the hatch they used to surface from the sunken submarine. Left to right: LMEM Robert Croxon, CPO David Guest, and MEM1 Donald Beckett.



SCRATCHED!

A horse called Teaboot, included in the DCI Handicap acceptances, could not truthfully be described as a hot favourite, though it did create some excitement on course.

Coming under starter's orders, it failed to emerge from the gate, leaving everybody to console themselves with a cuppa.

Our correspondent believes it may be seen again, however, when the running is right.

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DRAFTY'S CORNER

Question

of doing your thing

The three field gun crews have now dispersed and this year's achievements pass into the history books.

Perhaps now is the appropriate time to reflect on Drafty's problems in trying to ensure that men who wish to participate in this spectacular annual event are given the opportunity to do so. Of course, there are other ways of doing your thing, too. Are you anxious to become the Navy's champion fast bowler / bantam / flyweight / inside backward / tiddly winker or whatever? Yes? Then read on.

First, it should be remembered that Drafty has a golden rule. A man reaching the top of the sea roster must meet his seagoing commitment; provided that he is clear from medical and welfare angles and that he is not too close to time expiry.

On the face of things it might seem that drafting clearance, based on forecasted drafting trends, is a simple decision whether a man can or cannot be spared.

A moment's reflection will lend support to our belief that nothing in this life is particularly simple! Here are some of the problems associated with sporting or field gun drafting. It is assumed you are already familiar with the necessary qualifications set out in the appropriate DCI.

As you know, Drafty makes out his "bill" each month. This finds the necessary people to fill vacancies afloat six months later. Then out go the draft orders in time to give the individual five months' notice. At the same time it becomes clear at what stage the average man in each roster may expect a sea draft. In one case it may be three months before his roster date. In another it may be one month after.

Peering ahead, it may be possible to predict the states of the rosters at this time next year, but it does not need much gumption to see that many factors could alter things in ways which only a Maurice Woodruffe could foresee. Just consider these: Discharge by purchase applications — eleventh-hour decision to re-engage (or not) — medical up and down grading. All can affect the state of the rosters and the precise timing of sea drafts.

However, Drafty has a go and gives or withholds drafting clearance. He will not always be right but this will not be for want of trying. So much for the chance of your taking part — but is it neces-

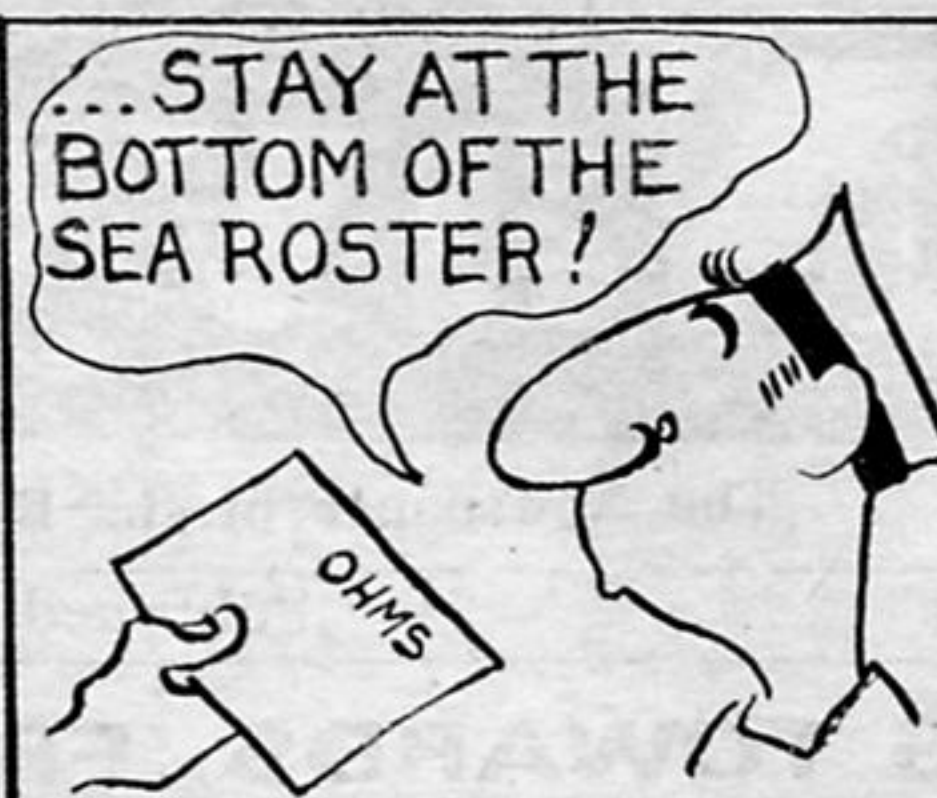
sarily wise for you to go at this time?

Many genuine sportsmen and potential field gunners may not be aware of the effect that participation in the current season or competition could have on their careers.

While Drafty will always try his best to ensure that volunteers are given the opportunity to take part, he has other considerations, too. He has to try to arrange that seaman POs, LS (and those who have passed professionally) are given the chance to pass for 1st and 2nd class SQ at the earliest opportunity. He is responsible for drafting to courses sufficient numbers to meet the demands of the Fleet.

Consider the implications of these two points. Take for example a young LS(SG*) who has been ashore three months and has an expected port service time of ten months. He applies to be drafted to field gun crew which commences training one month after his application. (He now has three months effective port service time remaining.) He has already been earmarked for 2nd class course the same month as field gun training begins.

Drafty knows full well he cannot be confirmed LS until he holds a 2nd class rate, and is also aware that Scale A pay cannot be drawn until he passes. In fairness to his contemporaries he cannot be kept on shore once he reaches



If you are still with us and ready to chance your arm is there anything you can do to catch a particular season by thinking ahead? Suppose you are due out of your ship in March and expect nine months ashore — then going back to sea in the midst of the soccer season.

If you volunteer to extend your time afloat by three months — and Drafty would do his best to meet such a request — you could have longer ashore because of the extra roster date adjustment and so cover the season handsomely.

It is not permitted, and it would be most unfair, to relieve men

the top of the sea roster for his course after the season.

Should he study for his career at this juncture and run for the field gun at some later date? It is his decision and Drafty will support it if he can.

serving at sea to participate in sport or the field gun competition. What can be done at times is to offer juniors awaiting sea service, for the period covering the event, provided ships are prepared to accept them in place of the men lent.

It is not possible in the space available to cover every aspect of this drafting problem. Each case is judged on its merits.

If you are a volunteer, slap in your B45b drafting preference request asking for consideration and drafting clearance. Your case will be carefully and fairly considered. Provided it does not upset Service requirements, is not unfair to others and is within the drafting rules, Drafty will be happy to help you.

Footnote: If you are a top-quality athlete and wish to be considered for one of the coaching drafts, turn up DCI(RN) 1019/70.

Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

J. Saltonstall, PO(RP), H.M.S. Dryad. On draft to H.M.S. Forth (L.R.P. over six months at Plymouth August 23). Will exchange with any PO (Seaman) joining Dryad, or any other Portsmouth establishment.

R. L. Bush, L. Wtr. H.M.S. Seahawk. Will exchange for any other shore establishment in S.W. area.

W. T. Booth, AB(UW3), H.M.S. Forth. Detailed H.M.S. Yarnon (accompanied), November 1. Will exchange for shore establishment Chatham or Portsmouth, or H.M.S. Ganges.

J. Sharkey, LMEN(J/ICE), H.M.S. Hydra. On draft to H.M.S. Cochrane (for H.M.S. Chichester L.R.P. over six months, September 6). Will exchange for similar job in Portsmouth area.

E.A.M. Langford, POMEM, H.M.S. Sultan. Drafted to H.M.S. Bulwark, at Plymouth, November 22. Will exchange for draft in Portsmouth area.

Cruikshanks, MEM 1, AMC, Scale A. H.M.S. Lowestoft. Will exchange for Portsmouth long refit ship — any Portsmouth-based ship considered.

F. J. Patchett, A/LMEM, H.M.S. Sultan. Drafted to H.M.S. Forth (L.R.P.), August 23. Will exchange for any base in Scotland.

J. E. Brewer, OEM 1, H.M.S. Forth. Drafted to H.M.S. Ganges (ship's company, over six months), October. Will exchange for any shore base, Portsmouth area.

W. D. Schimanke, MEM 1(B), H.M.S.

Rapid. On draft to H.M.S. Charybdis (H.S.S. over six months), at Portsmouth. Will exchange for any Scottish shore base or ship.

J. Roberts, LS(QR2), Grenville Block. H.M.S. Drake. Drafted to H.M.S. Dido at Chatham, December 14. Will exchange for any Devonport ship or married accompanied job.

C. D. Davies, POMEM (S/ICE), H.M.S. Ajax (Long refit at Devonport). Will exchange for any U.K.-based sweeper/hunter.

G. R. Allen, LS(RP2), H.M.S. Osprey (over six months). Will exchange for draft to H.M.S. Warrior or H.M.S. President.

R. Guest, POCA, H.M.S. Vidal. Drafted to H.M.S. Neptune, October 18 (Port service over six months). Will exchange for similar draft south or south west England.

S. R. Gregory, A/LMEM, H.M.S. Caprice. Drafted to H.M.S. Whitby, November 8. Will exchange for any Portsmouth shore establishment, port service, or H.M.S. London.

W. Shorrocks, LOEM, H.M.S. Phoebe. Will exchange for any U.K. shore base or ship on L.R.P., preferably Chatham or Portsmouth.

A. McFadyean, AB(UC2), H.M.S. Vernon. On draft to H.M.S. Charybdis, August 31 (G.S.S.). Will exchange for any Rosyth-based ship on any type of Portsmouth shore establishment, port service, or H.M.S. London.

W. Shorrocks, LOEM, H.M.S. Phoebe. Will exchange for any U.K. shore base or ship on L.R.P., preferably Chatham or Portsmouth.

A. McFadyean, AB(UC2), H.M.S. Vernon. On draft to H.M.S. Charybdis, August 31 (G.S.S.). Will exchange for any Rosyth-based ship on any type of commission.

C. J. Burn, H.M.S. Terror, BFPO 164. On draft to H.M.S. Osprey (FOST) October 21, over six months. Will exchange for draft to Whitehall or Northwood.

A. J. Ledger, LSA, H.M.S. Sultan. Over six months from April last. Will exchange for draft to H.M.S. Pembroke.

T. Asquith, POMEM, H.M.S. Sultan. Drafted to H.M.S. Figgard (over six months), August 31. Will exchange for similar job in H.M.S. Sultan, Ganges, etc.

R. Greener, POMEM, SICE/BWK, H.M.S. Galatea. Draft to H.M.S. Raleigh Nov. 1 for T.95 course of approx. 15 months. Will exchange for any shore base in Portsmouth area.

B. Woodward, POMEM, H.M.S. Galatea. Drafted to H.M.S. Falmouth (G.S.S.), Oct. 18, approx. 18 months. Will exchange for any ship not going East of Suez.

D. Goldsmith, R.E.M.I., H.M.S. Collingwood. Detailed H.M.S. Devonshire, November 1. Will exchange for married accompanied or Portsmouth based ship.

J. M. Haverly, AB(UC3), H.M.S. Danae. Will exchange for Home Sea Service, Portsmouth based.

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FROM VIETNAM



From Vietnam . . . to Chatham. That was the route followed by the Contemporary, a pop group of eight girls and six boys from Los Angeles, who gave a Gospel concert to 300 sailors and Wrens at H.M.S. Pembroke in June.

In the picture four of the Navy audience listen to a song by half a dozen of the girls.

The group went to Chatham straight from their Vietnam tour, and will be returning to Britain next year.

Ships and establishments in the Medway and Portsmouth areas which would like a free concert by the group should contact CPO Writer Tony Beddow at H.M.S. Pembroke.

FLEET'S
LATEST
FILMSLurking
about up
Pompeii

"Up Pompeii," yet another of the top TV comedy shows to hit the cinema screen, is heaving hilariously over the Royal Navy's horizon in the latest "flotilla" of films dispatched to the Fleet by the Royal Naval Film Corporation.

As the show's many fans might expect, its Roman characters (rejoicing in such eminently picturesque names as Ludicrous, Erotica, Nausious or Lecherous) disport themselves around the big screen with a delightful mixture of saucy comedy and generous glamour as seen by "your Roman reporter," the slave Lurkio (better known as Frankie Howerd).

But titles like "Patton" and "Assault" succinctly suggest that the Corporation's latest contribution to your screen entertainment isn't all frothy comedy. Mystery, suspense, the wild West and the thrills of battle also have their place.

HERE'S THE LIST

A Severed Head — Lee Remick, Richard Attenborough, Ian Holm. A polished, sophisticated off-beat 'X' comedy, highly amusing and entertaining, and with a splendid star cast. (Columbia) No. 892.

Assault — Suzy Kendall, Frank Finlay. Although a lurid thriller, this film is made in the traditional and time honoured "whodunnit" style. Good red herrings and sufficient mystery keep audiences guessing the identity of the killer. (Rank Film Library) No. 893.

Patton — George C. Scott, Karl Malden. A personal portrait of the wartime career of this famous general. The large scale staging, including some impressively handled battle scenes in keeping with the subject, combine to make this a gripping film. (20th Century Fox) No. 894.

Up Pompeii — Frankie Howerd, Barbara Murray, Patrick Cargill. Frankie Howerd, the "walking gossip column," is admirably supported by a well known cast and a bevy of beauties. (Anglo-EMI) No. 895.

Monte Walsh — Lee Marvin, Jack Palance, Jeanne Moreau. A highly unusual and distinctive Western. It has lively action with some simple humour. Popular fare for Western devotees. (20th Century Fox) No. 896.

Capt. E. F. Pizey, who retired after 14 years as general manager of the Royal Naval Film Corporation, was succeeded by Capt. L. N. Goddard.



Introducing the cool, calm and delectable Voluptua — as personified by the lovely Julie Ege in the film "Up Pompeii."

... and a Naval variation on a theme

KELLY'S HEROES



NO 'HEELS' HERE!

Although they could hardly deny that every man Jack in the Royal Navy is a potential hero, the film makers were not thinking of sailors when they introduced "Kelly's Heroes" to the cinema public.

But here's proof that the Navy has its own brand of Kelly's Heroes. They are "stars" of the Leander-class "production" H.M.S. Achilles, and owe their unofficial title to the fact that their captain is Cdr. "Kelly" Low.

To prove their point, they produced a couple of publicity pictures, one of which (reproduced here) is taken from a poster advertising the film.

The face of the captain was superimposed at the top with that of the first lieutenant, Lieut.-Cdr. David Allen, to the left.

The identities of the other members of the "tank crew" are not revealed, and no attention should be paid to the insignia on the tank itself!

PETS IN A HAPPY
ALLIANCE

Everybody knows that pets are not normally allowed on board submarines.



But nobody objected when two from Mayfair's Penthouse — Club visited H.M. submarine Alliance when she and the Auriga, visiting London, became the first submarines for many years to sail up the Thames as far as the Pool.

Stokers' Mess members were hosts to the girls — Katie Butler (left) and Pam Hedley — and there were many helping hands to assist them through the submarine's hatches.

The escorts in the picture are LS Paul Young, LRO Bob Stevenson, ME1 Robbie Burns and AB Adrian Turner.

STUDIO CALL

During their London call, the submariners also visited Shepperton Film Studios.

There they found that Mark Lester, the 12-year-old star of the musical "Oliver," is a great Royal Navy admirer.

Mark — working on his new film, "Gingerbread House" — invited PO Barney Reid and LME Paul Vasey to his dressing room for a chat — mostly about the Navy!

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today

COMMISSIONING FORECAST

Hermes given a 'come back' date

In her new role as a commando ship, the former aircraft carrier H.M.S. Hermes appears in the commissioning forecast for the first time, with the announcement that trials crew will join at Devonport in December, 1972.

The new Leander class frigate, H.M.S. Ariadne, which commissions at Devonport in December, 1972, is earmarked for General Sea Service, Home/East of Suez.

Latest commissioning forecast details are as follows —

AUGUST

VIDAL FLIGHT (A/S Frigate). August 3, transfers to Hecate (tentative).
HYDRA (Survey Ship). August at Chatham. Foreign Service (Phased) Malacca and Singapore Straits L.E.P. (A). U.K. Base Port, Chatham.

RHYL FLIGHT (A/S Frigate). August 9 at Portland. One Wasp. General Sea Service. U.K. Base Port, Devonport.
ESKIMO (GP Frigate). August 2 at Chatham. Long refit party. Port Service.
LINCOLN (A/D Frigate). August 5 at Chatham. General Sea Service. U.K. Base Port, Chatham.

SEPTEMBER

CHICHESTER (A/D Frigate). September 6. Special refit complement at Rosyth. Port Service.

OCTOBER

GALATEA (GP Frigate). October 4 at Devonport. Dockyard Control. Port Service.
ZULU (GP Frigate). U.K. cooks and stewards replace L.E.P.

NOVEMBER

APOLLO (GP Frigate). November 26. Reduced trials crew at Glasgow. Port Service (building). U.K. Base Port, Devonport.
MOHAWK (GP Frigate). November 25. Trials crew at Portsmouth. Commissions April 17, 1972. L.E.P. (A). U.K. Base Port, Devonport.
WHITBY (A/S Frigate). November 12 at Gibraltar. General Sea Service, Home/East of Suez. U.K. Base Port, Portsmouth.

DECEMBER

RHYL (A/S Frigate). December 2 (tentative). Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissions end January, 1972.

date

BRIGHTON (A/S Frigate). December 2. Trials crew at Chatham. Port Service. U.K. Base Port, Chatham. Commissions February 17.
BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.
BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.
GAVINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.
HERMIONE (GP Frigate). December. General Sea Service. Captain's Command with full staff. U.K. Base Port, Portsmouth.

JANUARY 1972

TORQUAY (A/S Frigate). January 6. Trials crew at Chatham. Port Service. U.K. Base Port, Portsmouth. Commissions January 6.
TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.
MONKTON (CMS). January at Devonport. Local Foreign Service. 4th M.C.M. Squadron. L.E.P. (A).
BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.
HUBBERSTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron. U.K. Base Port, Portsmouth.

RHYL (A/S Frigate). End January at Devonport. General Sea Service. Home/East of Suez/Home. U.K. Base Port, Devonport.
APOLLO FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.
ARIADNE FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp. U.K. Base Port, Devonport.
EXMOUTH (A/S Frigate). January/February (tentative). L.E.P. cooks and stewards replace U.K. ratings (except ship's company galley).

FEBRUARY

PUMA (A/A Frigate). February 7. Base Port changes to Portsmouth.
BRIGHTON (A/S Frigate). February 17 at Chatham. General Sea Service. U.K. Base Port, Chatham.
PENELOPE (GP Frigate). Mid-February (tentative) at Chatham. Long refit party. Port Service.

MATAPAN (Destroyer). February 24. Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions June 30 for AUWE trials.
APOLLO (GP Frigate). February 25. Trials crew at Devonport. Port Service. U.K. Base Port, Devonport. Commissions April, 1972. Captain's Command.
TIGER (Cruiser). February 4. Trials crew at Devonport. Port Service. U.K. Base Port, Portsmouth. Commissions May 26.

MARCH

WISTON (CMS) March (tentative). Trials crew at Gibraltar. Port Service.

APRIL

TORQUAY (A/S Frigate). April 6 at Chatham. Navigational and MEO training. Home Sea Service. U.K. Base Port, Portsmouth.
LEANDER (GP Frigate). April (tentative). Trials crew at Devonport. Port Service. Commissions June 8 (tentative).
APOLLO (GP Frigate). April (tentative). General Sea Service. Captain's Command.
MOHAWK (GP Frigate). April 17 at Portsmouth. General Sea Service. Home/East of Suez. L.E.P. (A). U.K. Base Port, Devonport.

MAY

KENT (GM Destroyer). May 4. Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions August 31.
BACCHANTE (GP Frigate). Base Port changes to Chatham.
ARIADNE (GP Frigate). May at Glasgow. Reduced trials crew. Port Service. U.K. Base Port, Devonport.
TIGER (Cruiser). May 26 at Devonport. General Sea Service. U.K. Base Port, Portsmouth.

JUNE

LEANDER (GP Frigate). June 8 (tentative) at Devonport. General Sea Service. U.K. Base Port, Devonport. Captain's Command with full staff.
NUBIAN (GP Frigate). June 15 (tentative). Trials crew at Rosyth. Port Service. L.E.P. (A). U.K. Base Port, Rosyth. Commissions September 7.
MATAPAN (Destroyer). June 30 at Portsmouth. Home Sea Service. AUWE trials ship. U.K. Base Port, Portsmouth.
ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home/South Atlantic. South America. U.K. Base Port, Portsmouth.
INTREPID (Assault Ship). U.K. cooks and stewards replace L.E.P.

JULY

TRIUMPH (Fleet Maintenance Ship). July. C and M party at Chatham. Port Service.
LONDON (GM Destroyer). July. Long refit party at Portsmouth. Port Service.

A baby with a taste for bubbly? Well, only just a sip, and it was a big day for her dad!

NAMI Clive Marshall, with his wife Susan and daughter Paula, are seen celebrating after the combined commissioning of Phoebe and Yarmouth Flights at H.M.S. Osprey in June.

Clive is the missile aimer and aircrewman for Phoebe Flight, and lives with his family at Weymouth. Principal guest at the ceremony was Capt. G. I. Pritchard, commanding officer of H.M.S. Phoebe.

'SIPPERS' ON A BIG DAY



Picture: Bill Timkey

AUGUST

KENT (GM Destroyer). August 31 at Portsmouth. General Sea Service. Home/Med. U.K. Base Port, Portsmouth.

SEPTEMBER

ARIADNE (GP Frigate). September. Trials crew at Devonport. Port Service. Commissions December.
ZULU (GP Frigate). September. Long refit party at Rosyth. Port Service.
NUBIAN (GP Frigate). September 7 (tentative) at Rosyth. General Sea Service. Home/West Indies. U.K. Base Port, Rosyth.

OCTOBER

AURORA (GP Frigate). October. C and M party at Devonport. Port Service.

NOVEMBER

HAMPSHIRE (GM Destroyer). November 20 (tentative). Trials crew at Portsmouth. Port Service. U.K. Base Port, Portsmouth. Commissions January 15, 1973 (tentative).

HYDRA (Survey Ship). November at Hong Kong. Foreign Service (Far East). (Phased) U.K. Base Port, Chatham. L.E.P. (A).
EASTBOURNE (A/S Frigate). November (tentative) at Rosyth. Port Service. MEA's training ship. U.K. Base Port, Rosyth.
FEARLESS (Assault Ship). U.K. cooks and stewards replace L.E.P.

DECEMBER

ARIADNE (GP Frigate). December at Devonport. L.E.P. (A). General Sea Service. Home/East of Suez. U.K. Base Port, Devonport.

HERMES (LPH). December 1. Trials crew at Devonport. General Sea Service. U.K. Base Port, Devonport.
ALBION (LPH). December. Care and maintenance party. Devonport.

NOTES

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

When the word "phased" occurs followed by two dates the recommissioning process will be spread over the period indicated.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel. Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A—All Cooks and Stewards; B—All Cooks and Stewards, other than 1 P.O. Cook; C—Stewards and Cooks for Captain and Wardroom.

The letters (R.M.) used for destroyers and frigates only, indicate that a Royal Marine detachment will be borne for the full commission.

Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

JANUARY, 1972

ONSLAUGHT — at Devonport. Final manning date, January 21.

MAY

NARWHAL — at Chatham. Final manning date May 19.

JULY

CACHALOT — at Devonport. Final manning date July 21.

Drafting preference cards for Electrical branch volunteers for ONSLAUGHT are required by mid-August, 1971; for Narwhal by mid-December, 1971; and for Cachalot by mid-February, 1972.

Volunteers from other branches are required not later than one month after the Electrical branch volunteers.

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AFTER DECIMALS, NOW FOR DOLLARS...



Doing a spot of checking up on the Canadian currency are Marie Powell and Paula Starkie, who left for Halifax, Nova Scotia, on July 9, to become the first WRNS ratings ever to serve in Canada.

Marie, from Aldershot, and Paula, from Castle Bromwich, are Wren radar plotters, and they will be attached to the Canadian Forces Fleet Base for 18 months.

Meanwhile, two women corporals of the Canadian Armed Forces are serving at the Royal Navy's navigation school at H.M.S. Dryad.

The exchange service is the second of its kind to involve the WRNS. Two Wrens have been serving at Den Helder, Holland, since last September on exchange service with two members of the Dutch Women's Naval Service.

Photo: Hilary Cramphorn.

THE TRIUMPHANT CAVALIER...

Aiming, as ever, to be topical, we feature this month the veteran destroyer H.M.S. Cavalier, winner of the Royal Navy's exciting "fastest ship" race on July 6. Her adversary, the 28-year-old fast anti-submarine frigate H.M.S. Rapid, was featured in this series in June.

Greyhound of the seas

Like all the best fighters, H.M.S. Cavalier combines a formidable punch with a nippy turn of speed — which befits a "Greyhound of the Seas," as conventional destroyers were once called.

She is one of the last "greyhounds" still in operational commission with the Royal Navy, and her ship's company proudly are among the last of the destroyer men who have served in this disappearing generation of warships.

The Cavalier was built by J. Samuel White and Co. Ltd. at Cowes, launched in April, 1944, and completed as a CA Class destroyer in November that year. She displaces 2,106 tons (standard).

Towards the end of the second

world war she served on Arctic convoys for which she gained a Battle Honour in 1945. Then she served on the East Indies Station (as it then was) until being placed

in reserve after the war.

After an extensive modernization and refit, the ship was brought back into commission in 1957 and returned to the Far East.

Punch power

Since her last refit, completed in January, 1970, she has been employed on a Home/Mediterranean commission.

With her three 4.5in. single barrel gun mountings, the Seacat anti-aircraft missile system, and two 40mm Bofors, the Cavalier still packs a powerful punch, which, when allied to her speed, means that she is still a formidable weapon platform.

This was demonstrated by the results of the Western Fleet Anti-Aircraft Trophy competition in which the Cavalier was a runner-up last December and was well placed this June.

Although a ship built for speed and weight of armament has little room to spare, and some Cavalier men still sling hammocks (bunks being generally standard in today's Fleet), life is never dull for the ship's 12 officers and 180 ratings.

S.O.S. drama

In the past 18 months or so, the ship has taken part in NATO and



British exercises, spent many weeks as planeguard for H.M.S. Ark Royal, acted as target ship for submarine commanding officers in training, and been guardship for the Lieutenant Governor of the Channel Islands (Vice-Admiral Sir Charles Mills).

A dramatic call for help during night exercises sent her punching through a heavy storm in the Bristol Channel to salvage a burning freighter and tow it into the safety of Milford Haven.

The Cavalier has been used to provide navigational training for junior officers, and has visited Copenhagen, Cherbourg, Cagliari, Gibraltar and Malta.

She has also taken part in an extensive Meet the Navy programme which included visits to Llandudno, Liverpool, Belfast and Aberdeen.

Destroyer men, Cavalier-style, work and play hard. The ship's

football team reached the quarter-finals of the Western Fleet Knock-Out Cup, and the Cavalier won the Medtrair six-a-side hockey and basketball competitions before returning home to let someone else have a chance in the other competitions!

Caber champ

Lieut. D. P. R. Hews successfully defended his Royal Navy all-comers caber tossing championship in Aberdeen during the second week of June.

The Cavalier also has a flourishing and well supported Saddle Club.

Recent visitors who have brought an appreciative smile to the face of the laughing Cavalier have included the reigning Miss World (Jennifer Hosten), the Aberdeen Festival Queen (Heather Green), and Miss Grant's Whisky (Linda Paterson).

The last named added even further warmth to the Cavalier's smile by presenting the ship with a gallon bottle of whisky!



Cdr. P. M. Goddard succeeded Cdr. C. A. Snell as captain of H.M.S. Cavalier on July 12.

PHOTO POSTCARDS

Postcards of H.M.S. Cavalier or any other ship in this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

Other ships in this series are:
Abdiel, Achéron, Adamant, Agincourt, Aisne, Albion (Pre Mod), Albion (Mod), Alderney, Andrew, Andromeda, Apollo, Arethusa, Ark Royal (Pre Mod), Ark Royal (Mod), Armada, Ashanti, Auriga, Barrosa, Beagle, Bermuda, Berry Head, Berwick, Blackpool, Blake (Mod and Pre-Mod), Brave Borderer, Brighton, Britannia, Bulwark (Pre Mod), Bulwark (Mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Centaur, Charybdis, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod), Eagle (Pre Mod), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecla, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Jupiter, Kent, Kenya, Layburn, Leander, Leopard (Mod), Leopard (Pre Mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Lofoten, Loch Lomond, London, Londonderry, Lowestoft, Lyness, Lynx (Pre Mod), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (Mod), Salisbury (Pre Mod), Scarborough, Scorpion, Sealion, Sheffield, Siddesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Thesus, Tidesturge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undaunted, Undine, Ursa, Valiant, Vanguard, Vidal, Virgo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolaston, Yarmouth, Zest, Zulu.

Cavalier wins fastest ship race by a short 'head'

There was no doubt about the result. The laughing Cavalier had beaten her challenger, H.M.S. Rapid, by 16 yards to claim the title of the Royal Navy's fastest ship.

In perfect weather the two "old ladies" had lifted their skirts and steamed through the North Sea off the Scottish coast, completing full power trials in the public eye.

H.M.S. Rapid's captain, Lieut.-Cdr. Bill Kelly, took defeat with a stiff upper lip, and Cdr. Clifford Snell, of the Cavalier, was gracious in victory.

DEAFENING BLAST

But as long as this race is remembered, there will remain the question of the unexpected release of a safety valve in H.M.S. Rapid.

The Rosyth-based training frigate had forged ahead from the start and was showing the Cavalier a clean pair of heels. Then came a deafening blast as steam exploded from Rapid's boilers, causing an immediate drop in power. A safety valve had been released, and, from that moment, the race was over.

A fighting Lieut.-Cdr. Kelly sent almost the entire ship's company — plus a score of visiting journalists — to the stern in a valiant attempt to make up the leeway by giving the screws more depth.

EDGED UP

But H.M.S. Cavalier edged up and was ahead at the end of the two-hour race, having gained 30 yards over the 64-mile course to take the verdict judged by the measurement of the Rapid's bearing from the Cavalier.

The neutral adjudicator aboard H.M.S. Cavalier, Inst.-Lieut. Steve Salt, declared her the winner.

From a Scotch distillery came a gallon of whisky, and from Lord Hartwell, Editor-in-Chief of the Daily Telegraph and Sunday Telegraph, an inscribed silver salver.

Ladbroke's, who made H.M.S. Rapid favourite at 5-4 on, and offered H.M.S. Cavalier at evens, gave £100 to the Scottish Society of Spastics. If the favourite had won it would have been £50.

After the race both ships berthed at Rosyth and the Rapid gained some revenge in sports and social events before H.M.S. Cavalier left, two days later, for Chatham, her home port.

"STILL THE BEST!"

Now H.M.S. Rapid is back in her normal training role for artificers of the training establishment, H.M.S. Caledonia. If her daily excursions in the Forth had formerly caused the veteran frigate to be treated in rather an everyday manner, she is now the subject of a certain pride in the Rosyth area.

As one dockyard employee phrased it: "She may be the second fastest ship in the Navy, but, for many of us, she's still the best."

HOME IN TRIUMPH

The Cavalier went home to a triumphant welcome which left no doubt as to which ship Chatham regarded as the best.

Both ships had gained many new admirers, and for their officers and ratings it had been a memorable exercise in skill, determination and good humour.

Definitely a winner!

This confidential lesson from AB Norman Green (from Northumberland) in the art of playing cribbage, occurred during the visit of Miss World (Jennifer Hosten) to H.M.S. Cavalier on June 11.

Also during that visit, she was adopted as the ship's "mascot" for the great race against H.M.S. Rapid.

Race story
by Jim
Gray



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LI

'AERIAL' VIEW-BY EAGLE!

Far below, the houses and traffic of a busy city take on the dimensions of a Toytown set against a timeless backcloth of mountain grandeur.

"Squatting" on the Eagle's perch 160 feet above ground level, Radio Electrical Mechanic Peter Meonan, of Barrow-in-Furness, got this bird's eye view of beautiful Capetown when H.M.S. Eagle visited the South African city from June 17 to 22.

Sitting on thin air (or so it seems), Peter was concentrating more on repairing an aerial than admiring the view. He has also viewed Grand Harbour, Malta, from this perch on the mainmast.

The carrier visited Capetown during her journey to Singapore with H.M.S. Glamorgan and RFA's Reliant, Tidepool and Resource.

ASCENSION

The Eagle also visited Ascension in June when her Sea King helicopters saved local people many weeks of hard work by ferrying earth, needed for a geological survey, to the top of the island.

The island's administrator visited the carrier, the ship's Royal Marines band played in Ascension's main square, and there were friendly football and golf matches.

Letters to the Editor

Discumknockerated!

I am amazed. Dumbfounded. In the words of the High Priest of Knotty Ash — Rev. K. Dodd, Esq. — I am discumknockerated!

I received my copy of Navy News at the St Helens R.N.A. meeting, and on opening it at the "Letters" section, I saw my name and decoration. Then I saw it was someone other than myself.

The name is not very common, but when it is coupled with the same initials and the same decoration — and I am also a West Countryman born and bred in Plymouth — well!

Edwin John Freestone, DSM (ex-Chief ERA)

Rainford, Lancs.

ALSO IN VERSE

Mr. Harry Caulfield, aged 72, of Chislehurst branch of the R.N.A. sends us some amusing verse, which includes the following lines:

How do I know my youth is all spent?
Well, my "get up and go" has got up and went,
But in spite of it all, I'm able to grin
When I think of where my get up has been.

I get up each morning, dust off my wits,
Pick up the paper and read the "Obits."
If my name is missing — I know I'm not dead,
So I eat a good breakfast and go back to bed!

On the rocks in a lovely dive

Reading "Deep Sea Dive Beneath the Rock" (June issue), and seeing the picture of Lower St Michael's Cave, Gibraltar, brought a roar of laughter from my husband (ex-RPO) and myself at the recollection of a Sunday afternoon about three years ago.

In the company of ex-CPO John Rudd and his wife, Audrey, we too explored the lower cave, guided by a very able Royal Engineer who was rather astounded at the appearance of such a mature pair as my husband and myself.

I had imagined that this particular exercise would be similar to a visit to the upper cave — how wrong can you be! However, nothing ventured, nothing gained, so down we went.

When I saw what was expected of me, and after I had crawled on my stomach through the first small aperture and slid down a slimy rock on my seat, I almost gave up there and then, but didn't fancy waiting there alone until the others returned.

We climbed up and down slip-

pery rocks with the aid of ropes, crawled through incredibly small holes, walked the inches-wide ledge of an underground lake (or should I say paddled because the ice-cold water was around our ankles) and stood in awe of the beauty of the rock formations.

Thankfully we did not encounter any snakes, otherwise I for one would have completed the jour-

ney in record time!

May I also through the good offices of Navy News send good wishes to the many friends made while living in Edinburgh House, Gibraltar, 1966-68. I wonder if the Naval Wives' Club is still in existence.

Dot Pepper

Rainham, Kent.

Eagle bell

I see that H.M.S. Eagle is to take a ship's bell to New Zealand for presentation to a school in New Plymouth. The bell may have belonged to one of two ships, Zealandia or New Zealand.

In December, 1915, the Zealandia assisted in the evacuation of Australian and New Zealand troops from Anzac and Suvla Bay beaches.

Our boats took them to a troop carrier and then to the Zealandia, where we gave them a spread, after which they were shown round the ship.

In a party I took round was a young New Zealander who asked to see the ship's bell. When shown it, he said, "Do you know, I took three pence to school to help to buy that bell."

This man, if still alive, may remember the incident.

W. G. Holbrow (ex-CPO, R.N.)

Bedford, Beds.

H.M.S. Rapid

In your story about H.M.S. Rapid (June issue) it is said that she was guard ship at Gibraltar.

I served in the Rapid, our submarine depot ship at North Mole, to which was attached three B boats. The guard ship you mention was H.M.S. Cormorant,

which was in the next pen, and in which the Admiral flew his flag.

I went out to Gib. in 1912 and was there when the big gun on the Rock fired for the First World War.

H. Hackworthy (ex-CPO)

Exeter, Devon.

Antarctic Club

The letter from Mr. D. Bronger (May edition) interested me, as I am a member of the Antarctic Club. It is a thriving organization whose members have all had experience of work in the south.

Being a naval surveyor, I remember the old surveying ship H.M.S. Scott well, and am wondering whether your correspondent has any knowledge of the fate of the tankards and the oil painting.

I hope they are in the Naval Trophy Store being held for use by any future H.M.S. Scott.

J. B. Dixon (Commander, R.N.)
H.M.S. Beagle

According to the Naval Trophy Store, 12 silver tankards from H.M.S. Scott are on loan to H.M.S. Hecate.—Editor.

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H.M. FORCES SAVINGS

'Good News for the families'

I had to write and express my gratitude for being on the receiving end of my copy of Navy News each month. It is the only

H.M.S. Hawkins

There is a statement in the June issue which conflicts with my memory — that H.M.S. Hawkins was first commanded by Capt. (later Admiral Sir William) James. I commissioned the Hawkins at Chatham in July, 1919, and the captain was R. G. Henderson. Admiral James, I believe, was at that time a captain on the China Station.

Perhaps an item of interest is that Mrs. Drew, the wife of the First Lieutenant, in 1921 composed the Hawkins March — the tune of which I still whistle (or try to).

I hope all concerned had a fine day for the memorial service in Portsmouth Cathedral. I would very much like to have been there, but it's a bit far.

L. Newell

Gillingham, Kent.

A similar letter has also been received from Mr. W. R. Crick, leading telegraphist in the old Hawkins, who mentions that he is in touch with two other telegraphist ratings who served with him. — Editor.

Tribute

On behalf of our members, sincere congratulations on a job well done to all concerned in the recent incident involving H.M.S. Artemis—a classic example of training, discipline, and team work resulting in a successful rescue.

We are proud to be associated with them through our naval service.

I. Boyle (Chairman).

Teesside R.N.A.

paper I read from beginning to end.

My husband joined H.M.S. Ashanti three weeks after we were married, so when they sailed for distant shores I was very grateful for Navy News for making me feel closer to him, by learning all that was going on in the naval world.

In about a year's time we hope to have a home of our own (we are at the moment with mum and dad) and I shall still continue to read the paper. There is so much of interest and information necessary for all families to read, and at such an economical cost. Thank you.

Reader

Dartford, Kent.

THE FAMOUS 'FAME'

Referring to "H.M.S. Fame" (June issue), the figurehead is at the Royal Hospital School, Holbrook, where it was removed along with the Greenwich Royal Hospital School in 1933.

Instead of a ship, we have a rifle range at the bottom of the parade ground, and the Fame serves as the figurehead of this. It is in very good health, and received a new lick of paint just recently.

David Forth

Royal Hospital School, Ipswich.

Several letters have been received from readers about the ship built in the grounds of Greenwich School (now the National Maritime Museum).

Mr. C. W. Codner, of Hartlepool (Co. Durham) has sent us this picture of the ship, H.M.S. Fame, which was used for training boys aloft.



TRIUMPHANT RETURN FOR 'HAT TRICK' GUN CREW



Private generosity and the enthusiasm of well-wishers has saved H.M.S. Belfast from the breakers' yard. The 11,500-ton cruiser with her 12 triple-mounted six-inch guns is being transferred by the Ministry of Defence to the Belfast Trust, and will be placed on permanent exhibition on the South Bank of the Thames near Tower Bridge.

The Trust, headed by a former captain of the Belfast, Rear-Admiral Morgan Miles (M.P. for Winchester), raised over £120,000, of which ex-R.N.V.R.

member Mr. John Smith, former Member for the Cities of London and Westminster, contributed £100,000.

It is the trustees' belief that once the ship is open to the public, the scheme will be self-supporting.

Vice-Admiral Sir Gilbert Stephenson, aged 93, featured in the July issue as "The Terror of Tobermory," is a member of an anti-drug committee which is to tour Essex villages giving lectures to youngsters.

Ships' divers serving in H.M.S. Eagle, LS George Johnston and AB Colin Roberts, went to the help of a drowning African while the carrier was at Capetown, and succeeded in getting the man ashore.

Square-rigger for Sea Cadets

T.S. Royalist, the first square-rigger to be built for the British flag for over half-a-century, was launched at Cowes on July 12. It has been designed to enable 1,000 Sea Cadets to undergo sail training every year.

Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPO — M. D. Handford 912379; F. Hockenhill 928025; D. Holmes 889420; P. R. Jackson 840499; M. F. McCann 938158; P. R. Peaty 908518; P. Scott 889689.
To MAA — A. J. Hadley 856480; C. R. Hill 958506; W. Woolley 843294.
To CPOWTR — J. Briggs 876954; J. A. Townsend 925086.
To CPOSA — D. Bell 919730; P. J. Hall 936310; B. Martin 916030.
To CPOCK — R. J. Gay (EX S) 916764.
To CPOSTD — D. A. Ashton 900591.
To ACMEA(P) — P. Todd 943765; J. F. Earle 943681; D. F. Mosely 888620; W. F. Lowe 913525; B. J. Beckett 956392; P. A. Towers 969604.
To ACMEA(H) — J. Sharman 943751.
To A/CMECHN — B. J. Harman 975355; K. R. Dale 965261.
To CMECH — R. H. Ransom 894596; W. A. Solway 892091; A. Behan 954004; R. Trelfall 891897; E. V. Hockett 861239; J. I. Campbell 903084; J. E. Holmes 894380.
To A/CCEA — W. K. Charters 969647; D. J. Ansell 969824; F. F. White 956777.
To CCEL — R. A. G. Hunt 893664; A. D. Jones 959599; A. Cook 969402.
To ACOEA — D. H. Scammell 956458; B. J. Daley 887956.
To ACOEMN — P. C. Harrington 961647.
To COEL — B. H. Claddingbow 903751; B. A. Hood 949754.
To ACREMN — B. E. Deswell 974279; B. L. Gilling 974317; P. H. Soutar 975803.
To CREL — T. M. V. Wickham 957049; G. Langdon 951217.
To CRS — D. B. Taylor 942055; R. S. Harris 921630; J. W. L. Birtwhistle 912463.
To CPOMA — D. Chappell 916349.
To CAF(AE) — R. H. Dickson FX 867415; V. J. Poole FX 917586; W. O'Callaghan FX 917838.
To CAF(O)/COEL(A) — C. J. Pugh FX 902059.
To CA(AH) — R. Breakell FX 917891; R. L. Skewington FX 906058.
To CEL(A) — B. J. Plummeridge FX 941063; H. P. Byrne FX 915318.
To CREL(A) — P. N. Moore FX 924059; J. R. Arrandale FX 924196; R. A. Page FX 924080.
To AGAA/MECHN — T. Godber FX 944623; P. A. Melbourne FX 906177.

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Belfast wins her battle

NAVY NEWS IN BRIEF

Sailors from H.M.S. Minerva got a big welcome when they went to their adopted ward at All Saints Hospital, Chatham, to see how the children liked the radio set the ship had given them.

After two-and-a-half years in H.M.S. Shoulton, AB Grier must have got used to the place. He has requested to remain another year with the ship. One of his recent pleasant tasks was to assist when a team of models arrived from London to take fashion pictures on board.

For helping to rescue five people from a blazing car after a crash, PO N. J. W. Watts, of Gosport, has received the Queen's Commendation for Brave Conduct.

Scientists from the Institute of Geological Sciences, landed on Rockall by helicopter from the R.F.A. Engadine, made a survey which will enable the first geological map of the rock to be made.

POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

The number in brackets indicates the number of men with the same number of points.

CPO	PO	LS	POAF(AE)	LAM(AE)	CAF(O)
1564	349	88	368	355(2)	1293
Ch Smkr	CPO CA	CPO Wtr	POAF(O)	LAM(O)	CA(AH)
1492	1532	1367	206	286	1662
PO Wtr	L Wtr	CPO SA	POA(AH)	LA(AH)	CA(SE)
398	302(2)	1532	753	273	1008
PO SA	L SA	CPO Ck(ex S)	POA(SE)	LA(SE)	CPO(Phot)
701	551(2)	1993	686	Nil	608
PO Ck(ex S)	L Ck	CPO Sid	POA(Phot)	LA(Phot)	CA(Met)
1018	568	2063	413	371	739
PO Sid	CPO Ck(ex O)	PO Ck(ex O)	POA(Met)	Ch E(Air)	PO E(Air)
336	1930	736	Nil	1676	189(2)
MAA	MAA(ex Coxn)	RPO	CHREL(Air)	POREL(Air)	LREM(Air)
1158	1264	614	2012	287(2)	299
CMECH(H)	CMECH	LMEM			
399	2040	98			
CCEL	COEL	CREL			
1585	1315	1363			
CRS	RS	LRO(G)			
1542	584	435			
CRS(W)	CCY	CV			
472	1301	526			
LRO(T)	CMT	CPO MA			
317	423	588			
PO MA	L MA	CAF(AE)			
755	453	826			

A nine-foot parachute mine, discovered on the sea bed off the Isle of Wight, was blown up in deep water by naval divers.

Australia is planning to order from British yards two conventional submarines costing about £7,500,000 each.

About 600 Royal Marines of 41 Commando, whose move to Malta was interrupted by the political situation, have moved into Plaister Down Camp, near Tavistock.

Big show for R.N. equipment

The Royal Navy Equipment Exhibition is to be held in the grounds of the Royal Naval College, Greenwich, next month.

One of the largest exhibitions sponsored by the Ministry of Defence, it will include examples of the latest mechanical, electrical and electronic equipment in use, or about to be introduced into the Navy.

Vice-Admiral Sir Anthony Griffin, Controller of the Navy, will open the exhibition, which

Home in triumph . . . to a champagne reception. Vice-Admiral M. F. Fell, Flag Officer, Naval Air Command, takes the salute (left) as the all-conquering Fleet Air Arm field gun crew march into H.M.S. Daedalus with the three cups they won at the Royal Tournament.

The crew swept the board and, to celebrate the Fleet Air Arm's 25th anniversary in the gun run, recorded the fastest-ever run of 2min. 48sec.

Accompanied by the Daedalus Volunteer Band, and led by Lieut. Chris Joel (Field Gun Officer) and their trainers, CPOs Tug Wilson and Jim Broadley, they were cheered home by personnel of the naval air station.

The bubbly? That was the surprise gift of Mr. Bill Regan, chairman and managing director of a building company. A keen field gun supporter, he presented the crew with a silver cup, plus an inscribed tankard for each man — and 60 bottles of champagne.

Brickwoods contest

At the Brickwoods field gun competition at H.M.S. Excellent, the senior event brought another success for Daedalus.

Their A team won the Brickwoods Trophy with a time of 1min. 34sec., which also gave them the Powerful

Cup for the fastest time in the contest.

Runners-up were H.M.S. Sultan A team.

The Lieutenants' Cup — a competition for officers — went to H.M.S. Collingwood, and members of Collingwood's Volunteer Boys Cadet Corps won the junior competition for the Albion Cup.

They beat the Excellent cadets, who received the Aboukir Cup.

PO Frederick MacLaughlin went to Buckingham Palace to receive from the Queen the George Medal he was awarded for rescuing an injured civilian during a Belfast riot.

Tops at vehicle handling

United States Navy officials at San Diego, California, claim to have successfully tested a new missile designed to destroy an enemy's radar system at sea.

While the Duke of Edinburgh, the Prince of Wales, and possibly Princess Anne take part in Cowes Week, the Royal Yacht Britannia will be moored in Cowes roads.

Scouts from the 450 taking part in a two-day "Meet the Navy" visit to Portsmouth, went to sea in H.M.S. Falmouth with the Chief Scout of the Commonwealth, Lord Charles Maclean.

The challenge cup for the vehicle handling competition at the Royal Tournament was again returned to Eastney in the hands of the men and Wrens of the triumphant Royal Navy and Royal Marines team.

It was from Eastney that the idea for such a competition at the Royal Tournament was first put forward, and it is to Eastney that each successive R.N. and R.M. team since then has returned with the cup won in the inter-Services contests.

The six-member Land Rover team also won the cup for the fastest Land Rover time, beating last year's best time of 1min. 50sec. by six seconds.

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Address

Date of birth

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RN
ROYAL NAVY

Make sure your

GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

'change is right!

Without knowing all about the laws of felony, a fairly safe method of keeping out of trouble is to leave things alone which don't belong to you.

In a similar sort of way there is the Exchange Control Act 1947, upon sight of which you may turn over the page — unless you happen to be buying a motor car abroad, or receiving some diamond studs in a U.K. parcel from Auntie Martha, or in the process of being "conceded" into a simple-looking deal over a packet of fivers.

There are concessions affecting Service personnel, but generally speaking they abide by all the currency regulations. In the words of the official advice: "Individuals are scrupulously to avoid any transaction which appears to augment their foreign exchange resources or to benefit a person resident outside the scheduled territories in return for an equivalent payment on the latter's behalf in the scheduled territories."

If in doubt or danger, there are ten pages of regulations to consult.

DCI (General) 143/71

Laleston 'lolly'

For salvage services rendered to the motor vessel Friars Craig, details are announced of the distribution to H.M.S. Laleston. The salvage money varies from 12th class (£1.58) to 3rd class (£15.06).

DCI 610/71

"Please — I am coming for big moo which your good husband in Bahrain have promised in exchange for new car from my father there."

legal action to gain possession.

In such cases, advice is given to start paying, rather than allow a large claim to accumulate.

DCI (General) 146/71

Sounds painful

"Violent profits" sounds like thumping a sub-postmaster to get at the till, but in reality it is one of those weird Scottish legal phrases arising from a happening which is fairly common wherever there are married quarters or hirings.

When a member of the Armed Forces ceases to be eligible to occupy a married quarter or hiring (or where a widow is left) there is a liability to "damages" as a trespasser. The damages are known as "mesne profits," or, in Scotland "violent profits."

The idea is to get the rent (without calling it that) until the unlawful occupier leaves of his own accord, or is taken to court for

POST CONCESSIONARY RATES UP

The Forces concessionary rates of postage were increased as from July 1, 1971. Letters and parcels sent off with the old rate of stamps, after that date, are liable to delays.

Airmail from U.K. to H.M. Forces outside Europe include these charges: Forces air letter forms, 2½p; letters not over 1½oz., 3p; each additional ½oz., 3p; postcards, 3p; printed papers, each 1oz., 2½p; small packets (up to 2lb.), each 1oz., 2½p.

Postal rates to the U.K. from outside Europe, in these categories, are exactly the same, except that postcards are 2½p instead of 3p.

Families in doubt should inquire at their local post office.

DCI (General) 151/71

N.Z. change

Recruitment of officers and ratings, on the termination of their service in the Royal Navy, for service in the New Zealand Armed Forces, has ceased for the present. DCI 514/71 is therefore cancelled.

DCI 675/71

'Fly R.A.F.'

Radio Electrical Artificers (Air) and Radio Electrical Mechanics (Air), during the period Mid-1972 to mid-1975, may be able to undertake loan service with the Royal Air Force. Normal advancement rules will apply.

DCI 678/71

AWARDS FOR IDEAS

Radio Electrical Mechanician S. T. Green headed the latest lists of awards from public funds and from the Herbert Lott Naval Trust Fund, for inventions and suggestions. His work on test equipment won him £500 from public funds and £100 from the trust.

Other major awards were: Lieut.-Cdr. D. J. Partridge (£450 and £120), Lieut.-Cdr. P. Y. Williams, R.A.N. (£400 and £175), Sub-Lieut. R. J. Tucker (£300 and £120), and Instr. Lieut.-Cdr. J. Allen (£200 and £90).

DCI 705/71

Outboard orders

"When all else fails, read the instructions" is the advice which housewives are popularly supposed to follow when trying to coax some unwilling piece of machinery into action.

But they aren't the only ones. Everybody who uses outboard motors knows that the exhaust systems must be drained of water before they are laid down — or perhaps they don't know, or have forgotten.

Very costly damage can arise to these expensive articles of equipment by failure to observe this basic instruction.

There are quite a few other instructions as well, and commanding officers of ships and establishments have to see that they are strictly observed. DCI 598/71

Sub escape review

The Admiralty Board have decided that the time is opportune to undertake a fresh appraisal of submarine rescue policy to cover all aspects of rescue and salvage, and so enable a new directive to be given to the Standing Committee on Submarine Escape.

The review will be by a committee chaired by Capt. J. R. Par-doe, the terms of reference including "to make recommendations on the method or methods of escape that should be adopted for submarines of the Royal Navy."

DCI 623/71

Building study

Are the current ideas on accommodation for officers and ratings good enough for the future?

The question is important because of rebuilding and modernization programmes at shore establishments over the next 12 years.

A study team is to seek on-the-spot information and opinions, before making a report. DCI 601/71

Ski project

Anyone with an ambition to traverse the Alps by ski, and having about £80 in spare cash, should get in touch with the Hon. Secretary, The Royal Navy Ski Club, Room 4312, Ministry of Defence.

The project is being organized on a national basis under the patronage of Lord Hunt, and consists of an all-British attempt at traversing the Alps on ski, guided, from Innsbruck to Grenoble, in the period March 10 to May 10, 1972, taking a direct and interesting line including the ascent of major peaks such as Mont Blanc.

Four places in the party have been earmarked for members of the Armed Services, provided they meet the standards required and are selected.

DCI 611/71



"Never mind about the 'When in the R.A.F. do as the R.A.F.' bit — shave it off!"

All the way

Are you being seen off on "all-the-way" mileage allowance?

Nothing deliberate, of course, but the rules are a bit complicated (which ones aren't!) and open to interpretation.

The subject is brought to mind because of a ruling concerning personnel living in private accommodation who are eligible for "all-the-way" allowance above the normal maximum.

It is now decreed that if they change their private accommodation but remain in the same area, the eligibility will continue provided no payment has been made for removal expenses or disturbance allowance.

Under this general section of travelling regulations, a point to watch is that "all the way" may be payable when personnel rejoin their families after an unaccompanied period overseas.

The regulations are well worth studying.

DCI 713/71

Make it soon . . .

Men who intend to re-engage can also help to keep the machine running more smoothly by making application at the earliest possible date.

They will be assisting in the planning of drafts, cause less disturbance, and bring about a better drafting cycle. And that is what everybody wants to achieve.

There will, however, be a continuing need for men who are due for sea service, and who will be available to serve at sea for at least 12 months, to be drafted to GSS ships.

DCI 711/71

No reversion

Officialdom has relented about the rule by which a rating of Able Rate and above who voluntarily transferred to another branch should revert to Ordinary Rate.

In future there will be no reversion to Ordinary Rate, and those now under training who have already been compelled to revert may be re-advanced to Acting Able Rate forthwith. DCI 680/71

Life-preservers

Self-inflating life-preservers have been introduced for the use of men working in exposed or hazardous positions, and who require to have maximum freedom of movement. They are not intended for issue on a personal basis.

The life-preserver is designed so that on immersion, water floods the operating head and releases CO2 gas, giving inflation within a few seconds. It can also be operated manually, or "topped up" from the mouth.

DCI 698/71

Personnel accommodated under the Approved Lodgings Scheme are not liable to pay a personal contribution towards their daily travelling expenses.

DCI 681/71

In case of emergency, don't cut it up rough...

If a leather brief case cannot be unlocked in an emergency, there is an officially-approved method of breaking in.

Spare a thought for the taxpayer, and don't gain access by slitting the leather, "but cut the stitching of the case thereby enabling a comparatively cheap repair to be made."

Better still (if time permits) get in touch with H.M.S.O. for advice on action to be taken.

DCI (General) 142/71



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Families Page

Danae blooded

When H.M.S. Danae visited Hong Kong the ship provided no fewer than 162 pints of blood "extracted" by wives of officers and ratings from H.M.S. Tamar and the 6th Minehunting Squadron.

The girls work for the Blood Donation Group of Hong Kong Red Cross, mostly on a voluntary basis.

They are Sue Lockyer, Katie Robinson, Mary O'Brien, Pam Linington, and Joan Davis.

Naval wives feature enthusiastically in this service, numbering four of the 12 nursing sisters who supervise the collection, and a further one third of the voluntary assistants.

Last year the British armed forces supplied 30 per cent. of the Colony's need for blood donation, and of this one-half came from the Royal Navy, with the 6th Minehunting Squadron leading the way.

At the last opportunity, H.M.S. Kirkliston made a 100 per cent. donation.

Hot-pants

Navy News was "asking for it" in a caption to the Tamer-ton Foliot wives' modelling picture by saying, "Where were the hot pants?"

Michael Davies wrote quickly, "As a PO on loan to the Royal Australian Navy, may I hasten to assure you that hot-pants are worn by wives out here. I enclose a photo of my wife, Audrey (ex-PO Wren D.S.A.)."

"May I also add that Navy News is well read down under, and my copy passes from hand to hand."



Mrs. Audrey Davies

'Marsha' brushes up on the Singapore style

Capturing the Singapore scene is the fascinating pastime of Mrs. Marion Shattock, wife of Cdr. Kenneth Shattock, Fleet Air Engineering Officer on the staff of the Commander, Far East Fleet.

"Marsha" — as she signs her works — has been interested in art for some years, and since her arrival in Singapore two years ago has developed her own distinctive style.

"Singapore has such a multi-racial society and I found it fascinating to observe — and then paint — all the typical characters, such as the amahs, Hakka women labourers, tri-shaw drivers, and Malay children," says Mrs. Shattock, seen here at work on a painting.

"At first I found myself drawing them as English people in Asian clothing. Their bone structure is quite different and it takes some time to capture them properly."

Many of Mrs. Shattock's 300 pictures, or prints of them, are now in various parts of the world.



Photo: PO (Phot) A. R. Chadwick

'MEMORIES DRAWER' SNAP FROM A FARAWAY PLACE

Coffee and cakes on a luxury hotel's rooftop garden ... not an unusual event for naval wives in faraway places, but it was tinged with sadness at Bahrain on June 24.

They formed a club in January, 1966, and through the

organization were able to study local customs and Arab dress, visit little-known villages, enjoy the hospitality of a sheik, and go to a palace and other romantic places of the Arab world.

Of course women's usual interests were catered for as well, with make-up demonstrations, flower arrangements, keep-fit and a netball team run by one of the wives.

But the rundown of British forces east of Suez means fewer "married companions," and the time came for the club to hold its last meeting.

They had a laugh, and posed for this group picture ... Another snap for the "memories drawer."



A town called Albany...

A ship visit to a foreign port is occasionally marred by accident. This happened to H.M.S. Argonaut when MEA(P)1 Joseph Kibbey was killed in a road accident at Albany, West Australia, on June 16.

His widow, Mrs. Janette Kibbey, and her father, were flown from the U.K. for the funeral. The article reproduced here appeared in the Albany Advertiser. It indicates the debt felt by the Argonaut towards the people of Albany, and may be of some comfort to relatives and shipmates faced with a similar tragedy.

Once in a while I find myself moved by the elements and then the lessons of another's personal tragedy and its inevitable consequences.

At Albany recently, a young man, vital, assured, strong in

By Leif MacJohn

pride and performance, walked ashore from a ship ... and died a violent and wasteful death in a traffic accident.

And then, half a world away, a girl involved in the small change of her domestic day, forgot about

cooking the dinner, the music on the radio, the demands of children, and half written letters to a far-off husband; forgot them to answer a knock at the door and discover she was a widow.

STRANGERS?

There was never a time in human history when the denouncing of governments for their lack of humane qualities was out of fashion, and yet ... within a few brief hours agencies and processes beyond the immediate comprehension of a girl in grief had placed her on an air-liner to fly from England to Australia where she would stand among strangers and bury a husband.

Strangers? Albany, a town of institutions and ideas which have set many a choleric tooth on edge, a district not without abrasive pettiness, a community of factions, made a young widow believe everything she'd heard about the better traditions of Australian hospitality and understanding.

She found herself in the compassionate care of friends, people who did what had to be done and accomplished it without question, without maudlin sentiment, and with no thought of reward.

She was cushioned, gentled and guided through the grim hours of wrenching emotion by people who were unknown previously and probably would not be seen again.

Instead of the non-solace of an anonymous hotel room, she had the warmth and comfort of a family home provided by a farmer and his wife.

And instead of a cold moment of farewell in a strange land, she saw her husband accorded the sort of departure usually reserved for local potentates.

UNSELFISH

Albany filled a church for a stranger's funeral service and left a bewildered girl reassured in her knowledge that, after all, there must be something in this business of love thy neighbour.

It's something to think about. For one moment the business of a community was stilled for the sole purpose of making a tragedy more bearable. An unselfish moment. A great moment.

We could do with more of them.

No time for the 'moaners'

Anyone who feels that today's conditions for naval families should be improved gets little sympathy from Mrs. A. Judd, of Totton (Hants), who "felt she had to write" when she read the letter (Ma issue) from wives at Chatham.

"I am the wife of an ex-sailor, she says. "What on earth have the young wives at Chatham to moan about? To my mind, my husband was born 20 years too soon when our son tells of life in the Royal Navy today, and would often wish he was still a serving member."

A good time

"Why don't those wives provide their own keep-fit classes in the club? All you need is a recorder and someone who knows how to fit different exercises to the music, and there you are — a good time can be had by all."

"Wives today haven't much to complain about, travelling around with their husbands. My eldest son was born ten days after his father left for Malta for two-and-a-half years. This has always upset me to think he didn't know his first child as a small baby."

Helpmate

Ex-naval man Tom Sowerbutts, now coastguard, has a new Auxiliary assistant keeping watch with him at the Berry Head station in the evenings — his wife Margaret, formerly of the W.R.N.S. They met while he was serving at Dartmouth.

'SHORTIE COATS' PLEA

Perhaps the Admiralty Board have got it all wrong — asking sailors about possible improvements in uniform.

If you want to know about dress, ask the experts. The mums!

"Most people seem to like the 'square rig,'" writes Mrs. B. Cooper, of London, N.19, "but I for one would like to see some improvement in the naval overcoat and raincoat. The present styles are really outdated for modern youth."

"Why can't they make the overcoats shortie ones like the American Navy has? Our lads in their long overcoats look awful."

"Being an experienced dress-maker and tailoress, and one-time machinist of naval uniforms for five years during the war, an improvement to the greatcoat, at least, is long overdue."

"As the mother of a young

seaman, and the wife of an ex-sailor, I would like to see this change, then perhaps they might wear them."

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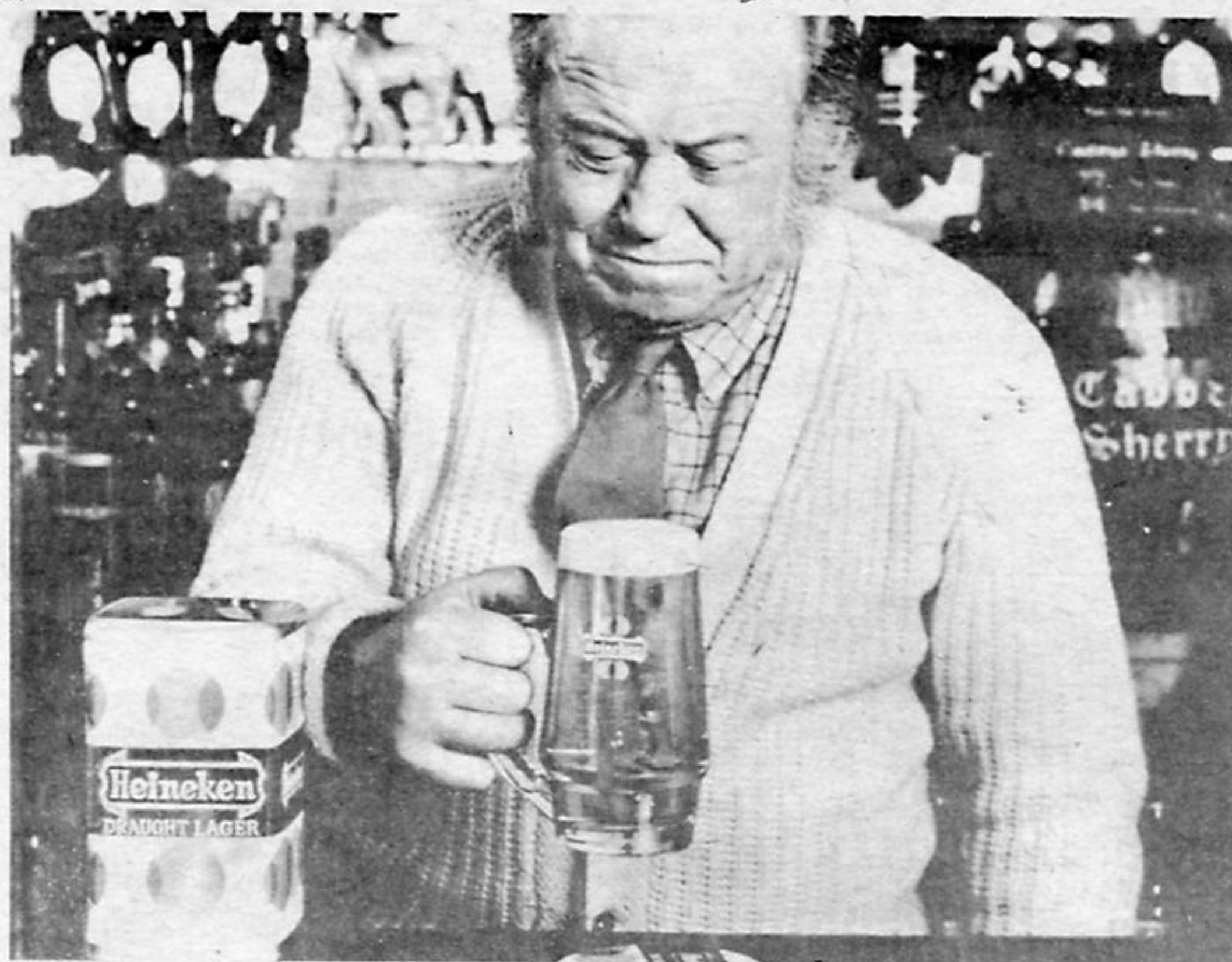
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**WORLD FAMOUS LAGER—
NOW ON DRAUGHT**

If you had been a patron of the Folies Bergeres in Paris back in 1879 you would have been able to revive yourself (and assist concentration on the proceedings!) with a refreshing drop of Heineken beer.

That was one of the early successes of a world-wide Heineken export effort which means that today, whichever port you happen to be in, you are almost certain to find a beer which Heineken had a hand in making.

The beer in every port

Founded in 1864 by Gerard Adriaan Heineken, a young Amsterdam businessman, Heineken today is not only one of the largest exporters of beer in the world, but the famous Dutch lager brewers are in technical control of 30 foreign breweries as well.

Heineken owes its distinctive flavour to Louis Pasteur, the renowned French scientist, because it was one of the first breweries to follow his advice and make a pure culture of selected yeast cells.

The result was Heineken yeast. Today, it is the oldest pure yeast culture used uninterruptedly by any brewery, and has been giving Heineken its unique taste since 1886.

"MAXI" RESEARCH

As for Heineken's constant high quality, this is monitored by the firm's experimental "mini-brewery" at Rotterdam. Its job is to research into and check product samples from all the national and foreign breweries belonging to the concern — and this means a great deal of work.

Heineken's 30 affiliated foreign breweries apart, the three Heineken breweries in Holland supply more than one-third of all beer sold to the home market alone, and sell beer to over 150 foreign markets. Yet the beer never falls below its very high standard.

Of course, Heineken has not built its export market overnight. Not only were the 1879 patrons of the Folies Bergeres already tasting Heineken beer, but, after the abolition of America's Prohibition Act, Heineken was the first foreign beer to be legally imported into the U.S.A.

At present, about a quarter of the Heineken produced in Holland is exported, the U.S.A. being its biggest overseas outlet.

BREW TRIO

Heineken's three Dutch breweries are at Amsterdam, Rotterdam and 's Hertogenbosch.

The Amsterdam brewery is the oldest. The Rotterdam brewery produces beer for export, and includes the experimental "mini-brewery." The 's Hertogenbosch brewery is one of the largest and most up-to-date in Europe.

These breweries are expanding all the time, just as Heineken is expanding its network of affiliated breweries abroad.

HISTORIC PRECEDENT . . .

In fact, Heineken is expanding so fast that it has recently created an historic precedent. For the first time in its history Heineken has allowed a beer carrying its name to be produced by another brewery outside Holland.

Draught Heineken is brewed in the U.K. at the new Whitbread brewery at Luton. The ingredients are imported from Holland and brewing is supervised by a Dutch Master Brewer from Heineken's Amsterdam brewery.

. . . WHITBREAD

The Luton-brewed Heineken has the characteristic Dutch flavour, is light in colour and has the refreshing quality of the famous Amsterdam lager. Heineken is marketed in the U.K. exclusively by Whitbread and is available on draught, in bottles and in cans.



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Some beers change as the temperature and climate change. Not Whitbread Brewmaster. It keeps its fine taste and individual flavour, wherever you keep it. Which makes Brewmaster ideal for your ship.



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ROYAL RESOLUTION

Queen Elizabeth, the Queen Mother, launched H.M.S. Resolution in 1966 and later visited her at Faslane, but she had never been in the boat.

This was rectified last month when she visited Rosyth for the recommissioning of the Resolution, the first Polaris submarine to be refitted in Western Europe.

A special staircase — with hand-rails — was installed in the torpedo-loading hatch, to avoid a climb through a narrow hatch and down a vertical steel ladder.

During her tour of the boat the Queen Mother saw the nuclear propulsion system. She was escorted by the Resolution's two captains, Cdr. Colin Grant and Cdr. Gerry Paul.

The Resolution has been out of action for 13 months during her first refuelling since she went into operation in 1967.

She rejoined the 10th Submarine Squadron at Faslane on July 22.



Tartar's £1,040

H.M.S. Tartar has created a record for a ship of the size — though in sad circumstances. After being a member of the Tartar ship's company for only five weeks, CEA Apprentice D. M. Stobart died of glandular fever, and when his effects were auctioned in accordance with naval tradition, the generous sum of £1,040 was raised. Apprentice Stobart's home was at Newcastle-on-Tyne.

Younger men are going to get a chance to take part in the "Cook's Tour" voyages of the Royal Yacht Britannia, which has recently completed a trip including visits to Vancouver, San Francisco, Pearl Harbour, and San Diego.

Now that two and three-

Britannia: rule changes

badgemen are rather harder to come by, it has not been unknown in recent years (although in extreme circumstances) for an ordinary rate to be drafted for Royal Yacht Service.

However, the general rule that volunteers must have two years' service over the age of 18 has precluded many suitable able rates from joining the Royal Yacht.

It has therefore been decided to relax the rule, the requirement in future being two years' service from the date of entry, and to be of

able rate.

Ratings who have already volunteered for the Royal Yacht should re-apply if they have been on the waiting list more than three years. Similarly, men who have been advanced in rating since first volunteering should re-apply in their new rate.

It was a big day for such a little girl. She had done her best to be good and keep her new outfit clean and tidy, so when at last the time came to meet the Queen Mother, it was left to Dad and Mum, RO2 Malcolm Lee and Mrs. Eileen Lee, to do the honours. And a rather tired, shy girl put her head on Mummy's comforting shoulder and watched the man with the camera . . .

... and the baby of Renown

Cutting the christening cake for nine-month-old Morag Glover, daughter of CPO Neville Glover and his wife Isobel.

What is unusual about the picture is that it was taken on board the Polaris submarine H.M.S. Renown, where the christening ceremony took place.



A CAPITAL IDEA

Not too many sailors seem to be aware of the Nuffield Centre in Adelaide Street, opposite Charing Cross station, London, which provides a useful facility for anyone in the capital with a few hours to spare.

Although there is no accommodation, the centre has a bar, dance hall, rest room, coloured TV and good food — which the manager claims to be cheaper than anywhere else in London. Theatre tickets are available at greatly reduced prices.

A welcome awaits during opening hours, which are: Tuesday-Friday, 15.30-22.30; Saturday, 12.00-23.00; Sunday, 12.00-22.30 (closed all day Monday).

Hecate in fashion

Pretty girls and Flower Power — H.M.S. Hecate has it all! The girls, models from a department store, came on board to be photographed "against a different background" while the ship was visiting Copenhagen.

The Hecate was happy to provide the background — as seen in the picture, the girls made an attractive foreground. The lucky man in the centre of the fashionable line-up is Steward Alfred Agius.

To prove that there are not just pretty faces in the Hecate, 12 teams of four entered the ship's quiz competition.

Masquerading under the name of Flower Power, CERA Leslie Morris, CPO John Hunter, CEA Alan Prosser and MEA1 (H)

Allen Deakin — last year's winners — retained the trophy.

The competition began in the Outer Hebrides and, about 1,000 questions later, the finalists emerged as Flower Power and Droggy's Drop-Outs — Lieuts. Roger Jamieson, Dick Jackson, Geoff May and Tim Hallpike.

After a close contest in the early stages, Flower Power's age and experience saw them through and they were presented with the trophy by the commanding officer, Capt. J. D. Winstanley.

Flower Power's winning run is at an end, however. Accompanying the trophy was a job card — to organize next year's competition!



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Hydrofoiled!

The First Sea Lord has been "hydrofoiled" by the U.S. Navy — and he has a diploma to prove it!

Admiral Sir Michael Pollock was a guest of the United States Navy on board the Tucumcari, a patrol gunboat hydrofoil, after watching this unusual craft make a mock attack on H.M.S. Puma off Portland.

The Tucumcari is the U.S. Navy's first fleet operational hydrofoil. Resting on her hull she looks like a conventional patrol boat, but at speeds above 20 knots she rides on her three foils.

This removes hull friction, gives high speed and manoeuvrability, and makes her able to out-turn almost any other ship.

DIPLOMA

The First Sea Lord received a diploma commemorating his "flight" in the Tucumcari from her commanding officer, Lieut. E. Stedd, USN.

'FLY U.S. NAVY' TRIP FOR FIRST SEA LORD



LEFT: The First Sea Lord receives his "hydrofoiled" diploma — certifying that he "flew" in the Tucumcari — from her commanding officer, Lieut. E. Stedd, USN.

ABOVE: From on board the USS Wood County, the First Sea Lord, Admiral Sir Michael Pollock, watches the United States hydrofoil Tucumcari at speed.

LAUGH

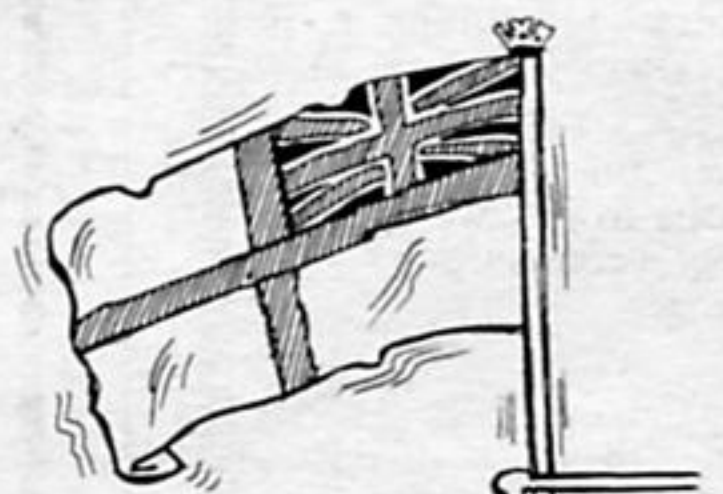


"Next time you accidentally shout 'Man overboard' make sure we're not in dry dock."

NAVY



"P-R-I-N-T-E-D
I-N
E-N-G-L-A-N-D."



"There's been a complaint from the management. Can I see your identity card, please, Your Excellency?"



"Amazing how much hair junior rates can hide under a cap, isn't it, Sir?"



"You heard the order, Miss — 'Let go aft.'"



"Well, that's the prize in my pocket. Come, Basil, let's go and celebrate."

H.M.S. Puma's flags spelled good news for Lieut. Tony Morrow and his wife Jackie.

GETTING THE MESSAGE!

The Navy message flies high at a Highland Gathering in London.

'Fly Navy' - by caber!

Car stickers are commonplace — but caber stickers? The picture (right) from the Highland Gathering, part of the Festival of Scotland in London, proves that they exist.

Although the Royal Navy didn't win the event, it was an artful way of getting publicity!

Sgt. John Watts R.M., International discus and shot putt athlete, and holder of the Inter-Services discus and shot records, came second in the caber-tossing event.

A PTI at the Royal Marines Depot, Deal, he won the 28lb.

Flags forecast a happy event

A signal which must have caused quite a stir when it was hoisted over H.M.S. Puma in Capetown Harbour read: "I have a female aboard who is four months pregnant."

When Mrs. Jackie Morrow, wife of Lieut. Tony Morrow, the Puma's navigating officer, flew from Plymouth to Capetown for the ship's families' day, she announced that she and Tony were expecting their first baby.

The captain, Cdr. Neil Grant, immediately ordered the good news to be broadcast to the world — in this most appropriate, if somewhat unorthodox, fashion!

hammer throw; was second in the 56lb. hammer; third in the shot putting and fourth in throwing the Scots hammer.

The kilt-swinger character in our picture? That's I. G. Murr (Rotherham Harriers) at the start of his run.

CHIEFTAIN OF THE DAY

Cdr. I. S. MacGillivray was "Chieftain of the Day" at the Highland Games at Faslane.

Fleet Chief Tom Walters, chairman of the Trident Club, was the man behind the gathering, which attracted a crowd of 5,000.

The action included a tug-of-war in which the might of H.M.S. Neptune Rugby Club clashed with Helensburgh Rugby Club.

The Tartar warrior (below) may look a little fierce, but the Rear-Admiral's smile clearly indicates that this "welcoming committee" has purely friendly intentions.

He's a Tartar!

The warrior — out of disguise he is A/LOEM P. Manning — and Rear-Admiral J. E. Pope, Flag Officer Flotillas, Western Fleet, were awaiting the arrival of guests for a reception on board H.M.S. Tartar at Bordeaux.

While in France the ship's group — Beyond the Fringe — played at an international fair and for a charity dance. They even went "on the air" — six of their numbers were recorded for broadcast on the French radio network.

The members of Beyond the Fringe, who are managed by POREL Board, are AB B. Levison (lead guitar), AB V. Harling (rhythm), Mne. Lacey (bass), RO2 (W) Anstee (organ), RO2 (G) Macfarlane (lead vocal), and RO2 (T) Short (drums).

SO THIS IS WHAT YOU DO!

"So this is what you do at work!" As our picture (below) suggests, wives found plenty to interest them when their husbands' mobile "place of work" — in this case, H.M.S. Lowestoft — held a families' day in June.

More than 270 guests were entertained and, because the ship was in Portsmouth, special transport was organized from her home port, Chatham, for relatives and friends.

During the day, spent in the Solent, there were gunnery and mortar firings, and the Wasp helicopter gave a demonstration.

The guests spent seven enjoyable hours at sea, and the catering staff dealt with more than twice the normal number of hungry "customers."

A special pleasure for the ship's company

was the visit of a party of schoolchildren from Lowestoft, the town with which the ship maintains close ties.

On June 15 the Lowestoft left behind the unpredictable U.K. weather and headed for the sunshine of the Azores and the West Indies.

Picture: L/Wren Teresa Buturla.

"This is where I work, dear." LS Baisden shows his wife, Doreen, around H.M.S. Lowestoft's sonar control room.

A SAINT POSES A MYSTERY

St Nicholas, the patron saint of sailors, is the subject of a mystery at the Church of St Catherine-by-the-Green at St Helens, Isle of Wight.

He is seen in one of three paintings, recently presented to the church, which once formed the altar piece for the chapel of H.M.S. Glendower, a training station during World War II, at Pwllheli, North Wales.

BUTLIN'S NOW

The station closed at the end of the war — it is now a Butlin's holiday camp — and the paintings remained in the keeping of Cdr. W. A. R. Cartwright, who has now presented them to the church for safe keeping.

The name of the artist — thought to be a sailor or Wren at the station — is unknown. Any ideas?



Queen honours tanker op. trio

Lieut.-Cdr. Brian Braidwood, who dived to find out why torpedo warheads had failed to explode against the sunken tanker R.F.A. Ennerdale last year, has been honoured by the Queen for bravery.

The same day that he received the Queen's Commendation for Brave Conduct from Admiral Sir Horace Law, Flag Officer Naval Home Command, on board H.M.S. Victory in Portsmouth, two other men who played a prominent part in the same Royal Navy operation were receiving the Queen's Commendation for Valuable Service in the Air.

The presentations to Lieut. Max Kenworthy and Air Mechanician First Class Michael McSorley were made by Vice-Admiral M. F. Fell, Flag Officer Naval Air Command.

BOMBS LOWERED

The Ennerdale operation was to remove the threat of large-scale oil pollution in the Seychelles by blasting holes in the sunken ship to release the oil while monsoon winds and tides would carry it clear of the islands.

Lieut.-Cdr. Braidwood, the Far East Clearance

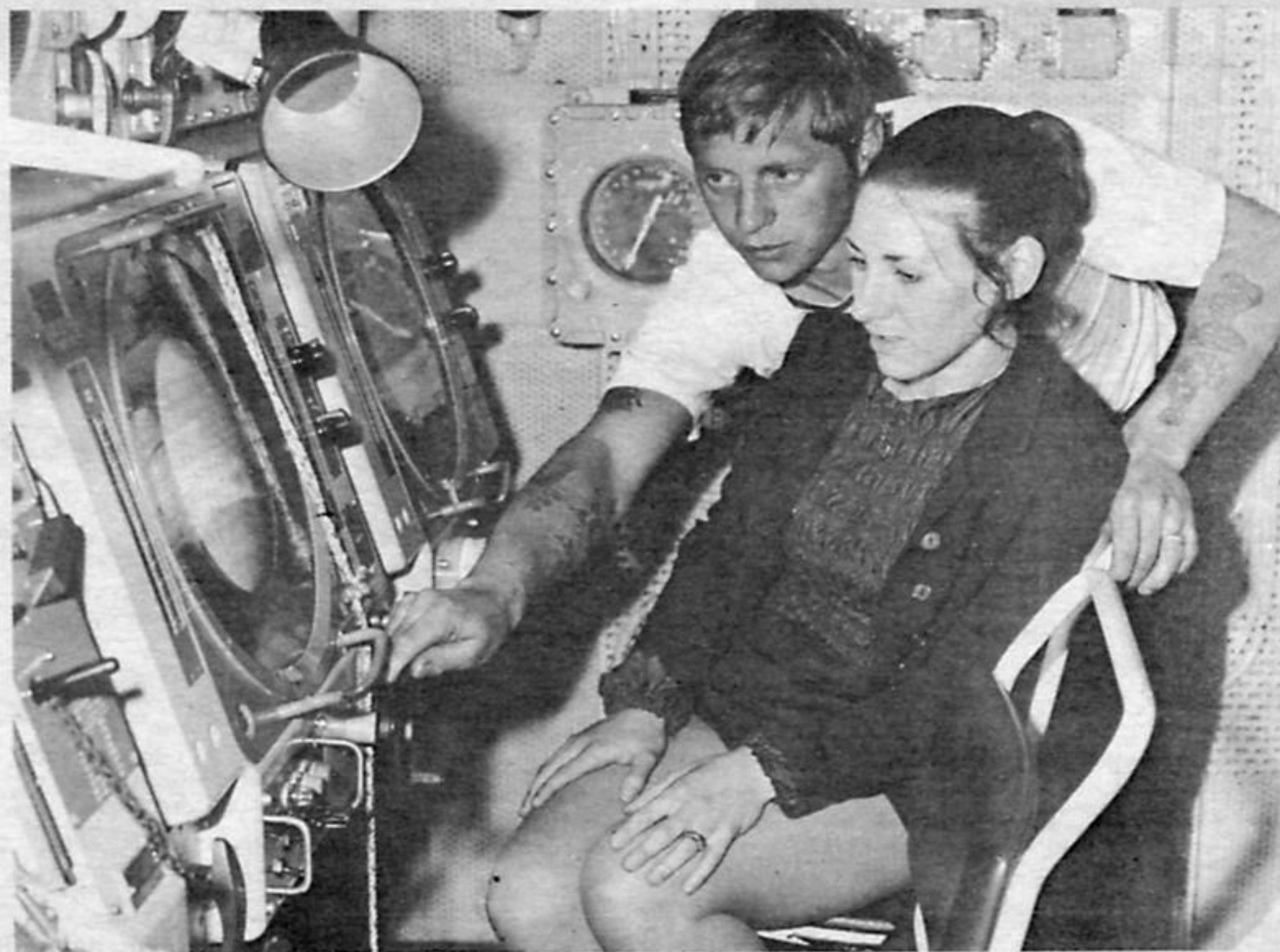
Diving Officer, and Lieut. Kenworthy, the senior pilot detached from 847 Naval Air Squadron, evolved a method of lowering mortar bombs or torpedo warheads from a helicopter and igniting the fuses inside the helicopter.

It was when some of the warheads failed to explode that Lieut.-Cdr. Braidwood dived to investigate the reason, subsequently igniting pre-cut delay fuses on the surface of the sea while suspended on the helicopter's winch wire.

SKILL AND COURAGE

The citation says that, faced with a difficult and unusual situation, Lieut.-Cdr. Braidwood showed remarkable ingenuity and courage, and Lieut. Kenworthy's flying skill and courage were of the highest order.

AM1 McSorley was the senior rating in charge of maintenance of the helicopter which was operating 3,000 miles from its base, working initially from a field and later from R.F.A. Stromness which is not fitted to operate helicopters for long periods. He flew as a crew member on all demolition and oil slick reconnaissance sorties.



Navy News

Editor:
W. WILKINSON
Royal Naval Barracks, Portsmouth
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Malta trip blow to Commando families

"What am I to do? I have just let my house and now I need it again." That is the kind of situation which spells out in human terms what is involved when governments begin to argue about their millions.

It is happening to families caught up in the Malta politics.

Plans for the 41 Commando to take over from the 1st Devon and Dorset Regiment were so far complete that the Royal Marines advance party were already in the island, and scores of families in the Plymouth area were packed for the "married accompanied" with the main body.

The decision to recall the advance party and cancel the Commando departure meant that all the paraphernalia of mass movement had suddenly to be put into reverse — school arrangements, change of accommodation, selling the car, fixing up the pets, and the like.

DOUBLE DOSE

"Turbulence" takes on its real meaning when Service authorities — through no fault of their own — have to administer a double dose.

Nobody was left on the streets, but the equivalent of picking up a village and dropping it again aggregates a fairly monumental total of inconvenience, anxiety, and upset.

There are bound to be lots of expense claims for such things as storage charges, and all will be dealt with as sympathetically as the rules will allow.

UNEXPECTED

Married quarters staff — and indeed all concerned — are doing a splendid job in facing this totally unexpected situation.

Between urgent official action and personal self-help, the crisis is being tackled and sorted out. It is unlikely to result in letters to the newspapers or questions in Parliament, because Service families understand that "it's just one of those things."

But they hope it will be remembered, when concessions are sought in other directions, that even glamorous-sounding moves are not necessarily sunshine all the way.



"Albert, the robot, is programmed to act and think like a real sailor in the equipment trials, but for some strange reason he goes auto every time one of those oscillators operates nearby."

Jack has a boffin at his elbow

At every sailor's elbow today stands a scientist — in the spirit and occasionally in the flesh — providing and maintaining the latest electronic wonders of navigation, communication or weaponry.

A general awareness of the extent to which the modern sailor has advanced into the world of the technocrat still leaves the non-boffin bewildered at the scale of the transformation.

So that the public may gain some idea of what has been going on, and how their money is being spent, the doors have been opened at the Admiralty Surface Weapons Establishment on Portsmouth Hill, overlooking the Solent.

With the most painstaking effort, and exhibits making skilful use of visual impact, the establishment has been giving a fascinating presentation.

Part of life

This computer world of lights, switches and complicated gadgetry seems far removed from the rolling sea, but to the men in uniform it is now just a part of life.

All of them know a little about it, but virtually none knows it all, and that is why ASWE has to adopt the Welfare State motto of "cradle to the grave."

From the time a new piece of equipment is introduced to the final chapter of obsolescence, there will be times

when the modern breed of gremlins can only be tackled by the head wizards, and the scientists have to be called in.

How this requirement will operate in actual warfare is an interesting point. If such help is not actually aboard, it will not have to be too far away.

What it wants

To murmur the word "cost," even ever so gently, is bound to arouse a hurt or pained expression among the staff, who can never get used to the fairly continual (and they say, ill-informed) attacks to which the place is subjected.

The fact is that Britain has made up its mind what it wants in the field of defence, and ASWE is part of the need.

We cannot, for instance, have the biggest Navy in the world, but we believe we can have the most efficient and high-effective (for its size).

And that means research, development... and ASWE.

Take, for instance, the new Sheffield class guided-missile destroyer (small cruisers really), of which four are ordered with more to come.

They will form the backbone of tomorrow's fleet, yet the uninitiated will have to look twice to see where the armament is.

These ships don't "bristle." There's one little gun and a twin missile launcher, looking rather insignificant, but the real potency lies in the power which they "keep under their hat" — the two great domes housing the scientific aids to defence.

The Sheffield class will be super ships, as powerful as anything of their size in any navy, and they couldn't be as good, or kept going properly, without ASWE or something like it.

Undoubtedly it is expensive. ASWE had a great deal to do with the computer installation in H.M.S. Eagle, but the establishment is in fact

SCIENCE OF THE SEA

highly cost conscious — because it has to be.

Through their development there are "lesser Eagles" by which smaller ships can be given the best equipment there is within the boundaries of re-

quirement and finance.

In radar, communication and weaponry, what happens at ASWE has an effect on the daily life of the Fleet, and quite a few sailors have a direct contact with the establishment.

An artificer or mechanic on the weapons side, drafted to a new ship, may well find himself grappling with his future technical problems before a blackboard at the establishment, for the simple reason that if the outfit is the latest, it

is possibly also the only one available.

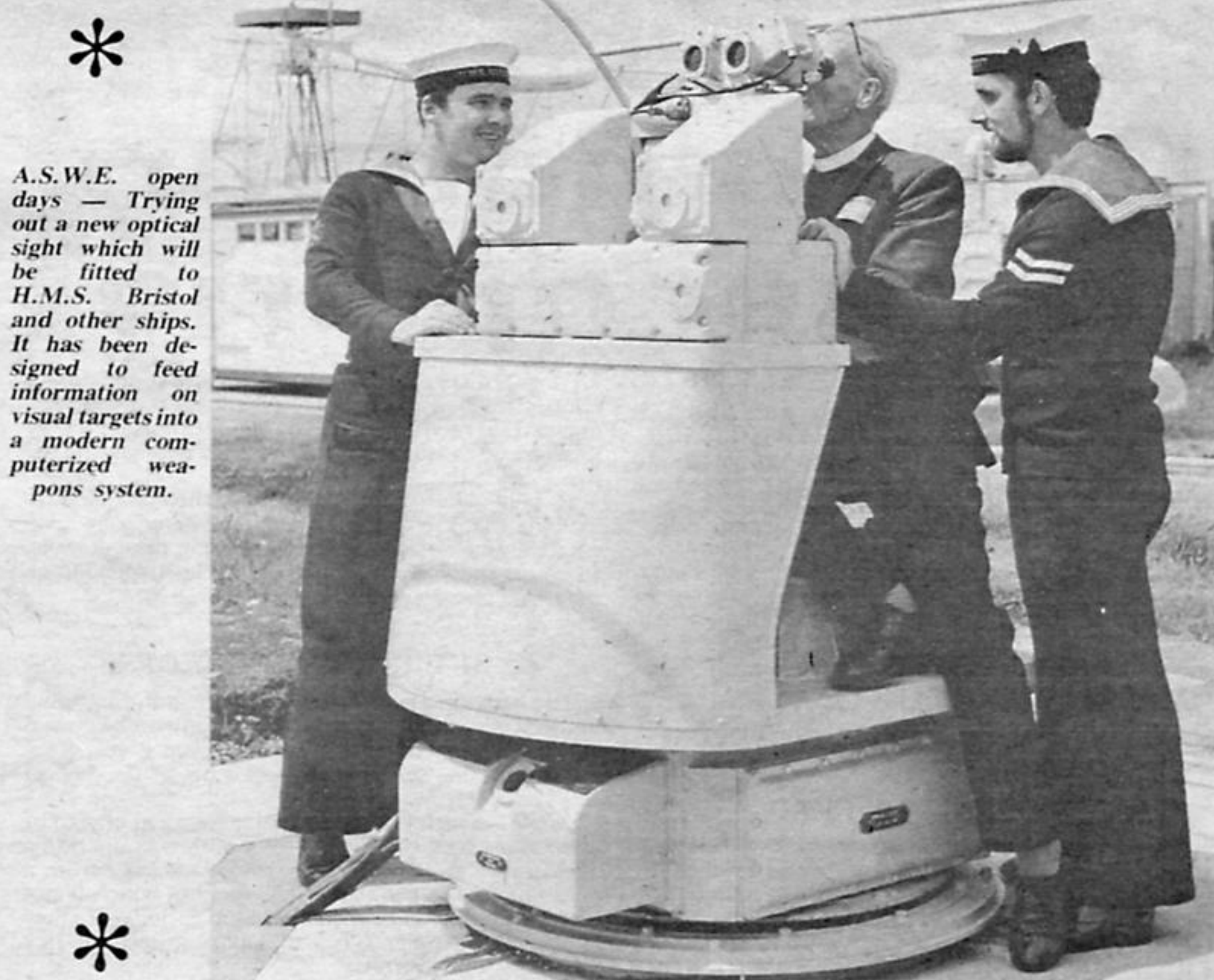
At any establishment of this kind, it may be possible to point an accusing finger and froth about the cost of some aspect of the work.

Who is to judge? In matters of this nature ordinary mortals can only leave an assessment to like brains, and consolation at ASWE is that the establishment is always fully engaged on projects which have the highest priority from the Naval Staff as a means of increasing operational efficiency.

One thing is certain. Unless we do have a measure of defence to command respect in the world, with the continued skill and will of the scientists, it is useless to worry about the money it takes.

We may not have any.

Bristol in sight...



A.S.W.E. open days — Trying out a new optical sight which will be fitted to H.M.S. Bristol and other ships. It has been designed to feed information on visual targets into a modern computerized weapons system.

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Prospectus from Secretary.

BIG OP. AFTER ARTEMIS SINKS AT GOSPORT

Sub. trio rescue drama

Back on top again — the Artemis, raised from her seabed sojourn, is surfaced.

On a calm July evening, H.M. submarine Artemis — at 24, one of the Royal Navy's oldest warships in commission — sank in about 30 feet of water at her moorings alongside the jetty at H.M.S. Dolphin, Gosport.

Down with her, to spend the next ten hours in a torpedo stowage compartment forward until escaping to safety, went three ratings.

Although they could have been got out at any time, attempts were made during the night to lift the 1,120-ton vessel from the clinging mud of the harbour, the dramatic scene watched by many submariners and newsmen under the glare of lights.

Finally, the decision was made to use the escape hatch and one by one the trapped men came to the surface soon after five o'clock in the morning.

They were MEM1 Donald Beckett (24), of Southsea; CPO OEA David Guest (36), of Pembroke Dock; and LMEM Robert Croxon (22), of Impington, Cambridge-shire, who had scrambled into their refuge and slammed the bulkhead door behind them as the Artemis quickly slid under.

After their escape the men were taken to nearby Haslar Hospital, shocked but unhurt apart from one eye injury, and a few hours later two of the trio were modestly answering a barrage of questions from newsmen.

During the night salvage experts had worked round the Artemis — lying at an angle with several feet of her

fin sticking out of the water — with the aim that she could be winched up by salvage vessel.

Berthed alongside was H.M. submarine Ocelot, which kept in touch with the trapped men by radio telephone. The Ocelot remained in position and, with a tug backing her up, prevented the list of the sunken submarine from increasing.

In the Artemis on July 1 when she started to sink was a duty watch of about 14. As water poured in and she began to sink stern first, CPO Guest ran down to order out three Sea Cadets who were looking round the boat. He and colleagues also warned the others and closed hatches and watertight doors.

Later, as the three trapped men waited for rescue in their forward compartment, with only an emergency lamp and four hand torches to provide light, the air grew stale and thick.

After his escape CPO Guest said, "It was tough getting up through the hatch as the water rushed down. I got out last. It was just great to see the sunshine again."

On her last commission and scheduled for scrapping in a year, the Artemis had been due to sail in late July for service in the West Indies.

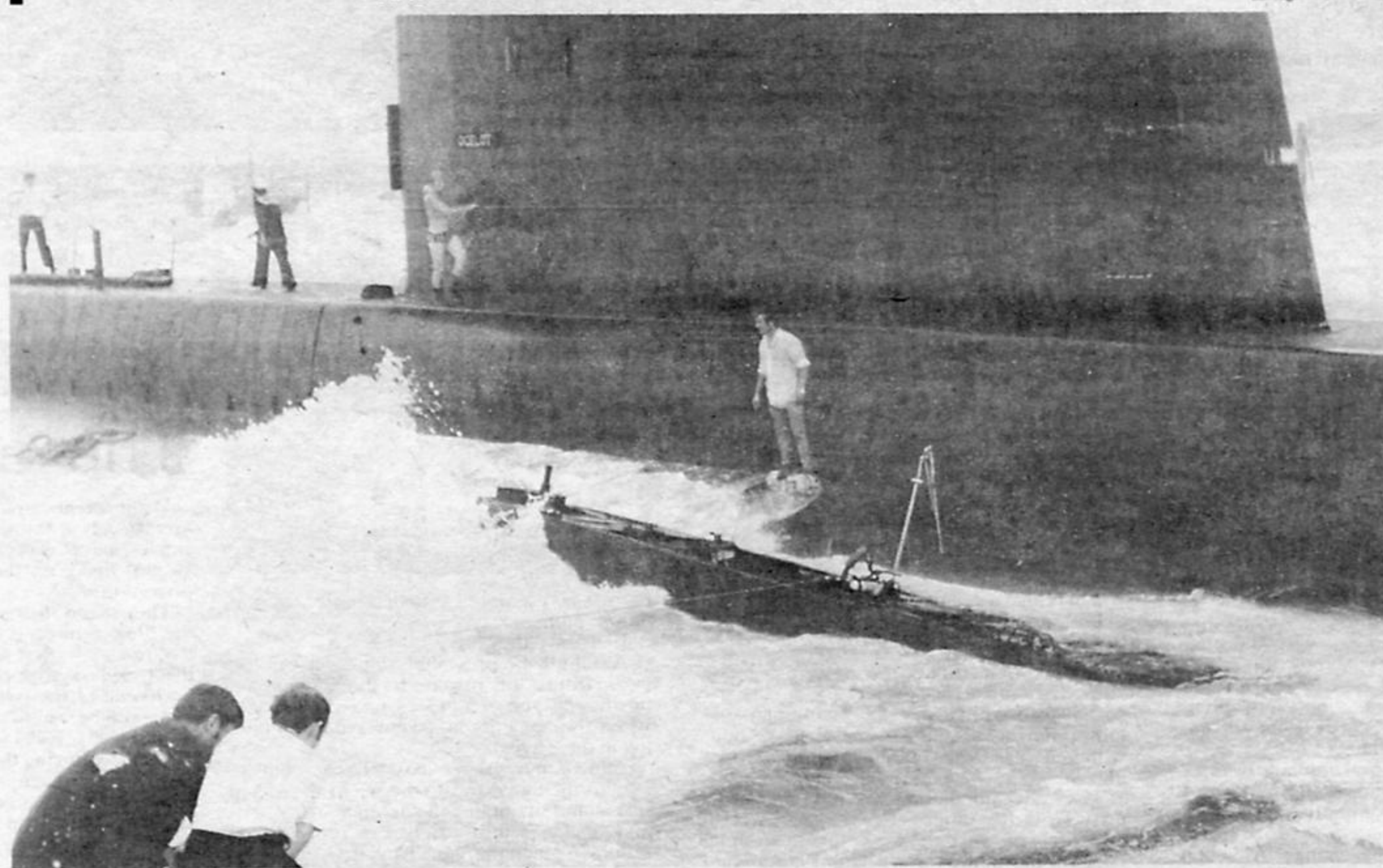
On the day of her sinking she had returned to Haslar Creek after work on her in Portsmouth Dockyard.

Attempts made to raise the Artemis on July 5 were postponed until next day, when, pumped with pressurised air and held by lifting cables, she finally came to the surface in a mass of foam.

Troubled waters . . .

. . . and a moment of drama as H.M. submarine Artemis sinks alongside the jetty at H.M.S. Dolphin with H.M. submarine Ocelot berthed on the outside.

Pictures: L.A. Andrew J. Sinclair



Double drama for 'doggie duo'

Flaming June ended in a blaze of drama for the coastal survey ships H.M.S. Bulldog and H.M.S. Beagle, currently working among the tiny Seychelle Islands.

On June 30 the Beagle received an S.O.S. call from the King Fu, a Chinese fishing vessel which had run aground on a coral reef near Alphonse Island, 240 miles south-west of Mahe.

After a rough, 18-hour trip, the Hydrographer's canine duo arrived to find that the naturalist cruise ship, MV Linbald Explorer had taken off 22 crew members, one with a fractured skull.

The two survey ships returned the men to Victoria where another emergency call was received, from the Chung Yu, which was in trouble on the same reef.

Arriving back at Alphonse Island at first light on July 4, the ships' companies set about the task of rescuing the crew, after big seas forced the abandonment of salvage attempts.

During the difficult operation, the Beagle's first lieutenant (Lieut. C. S. Gobey) and the coxswain of the Bulldog's Gemini dinghy (LSJ. F. Burton) showed considerable skill and bravery.

The dinghy's crew were twice thrown into the sea and Lieut. Gobey dived into the heavy surf — ignoring the obvious dangers, and the tiger sharks — to secure a life raft which broke adrift from the Chung Yu. The raft contained some of the crew's belongings, which they seemed to value more than their lives!

The Bulldog and the Beagle rescued a total of 57 men, steaming 1,000 miles at full speed in the trips to and from Alphonse Island.

. . . in 'Paradise'

The Beagle and the Bulldog are in the Seychelles as a result of the loss of the RFA tanker Ennerdale just over a year ago. Some areas around Mahe — reputed to be the original Garden of Eden — were last surveyed in 1890, by H.M.S. Stork.

The present task, which will keep the two ships busy until December, is to survey the approaches to Mahe and to complete a detailed survey of Port Victoria.

But it's not all work. The spectacular beauty of the islands and the friendship of the Seychellois people make runs ashore unforgettable.

Skin-diving and snorkelling in search of the finest variety of shells in the world are the most popular sports during week-end "banyans" on one of the many islands. Beach barbecues are another popular pastime, usually being followed by a "musical evening."

Shopping at BERNARDS in Portsmouth is a pleasure

BERNARDS lavish new Departmental Store on the Lion Terrace-Queen Street corner makes for comfortable shopping.

The ground floor is entirely devoted to Menswear and Uniforms while upstairs there is a wide choice of goods for the home — garden — gifts, etc.

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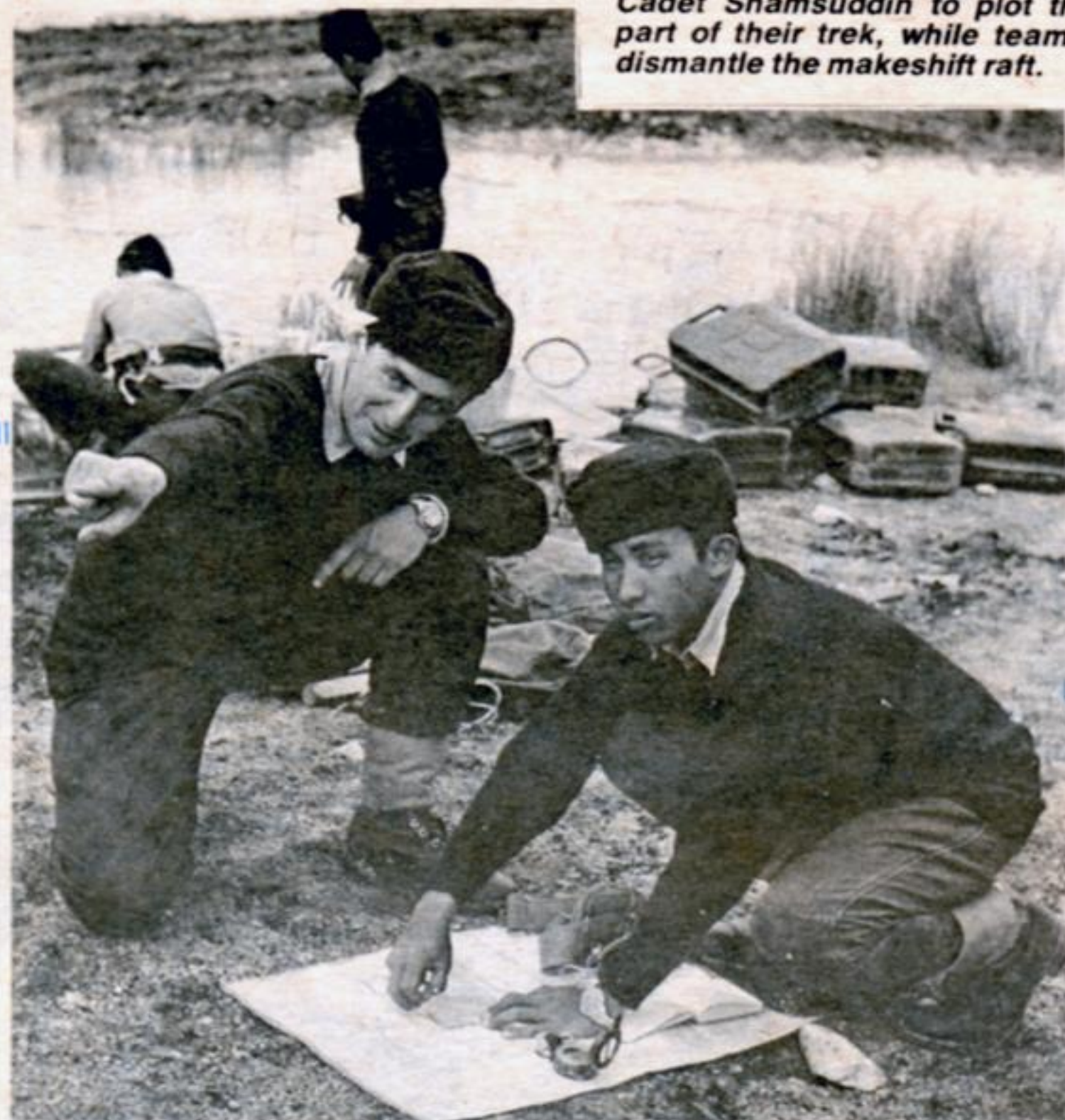
Devonport, Plymouth, Portland, Chatham, Harwich, Deal, Helensburgh, Grimsby, Dunfermline, Londonderry, Gibraltar, Malta (Valletta and Sliema), Cudrose, Yeovilton, Lossiemouth, Corsham, Lympstone, Arbroath, H.M.S. Dolphin, H.M.S. Neptune and H.M.S. Cochrane.

Leadership potential is essential to get to Dartmouth, and leadership training stands high on the priorities list. One severe test is to send teams to Dartmoor, where they have a nine-hour gruelling course, based on an imaginary accident to a famous scientist who has to be brought to safety. The teams, with frequent

Leadership on the 'Moor

leadership changes, have to improvise stretches, make rafts, cross water, scale cliffs — all the time under the eye of an officer who is watching and assessing.

This is Cadet Bob Fielding helping Cadet Shamsuddin to plot the next part of their trek, while team mates dismantle the makeshift raft.



Everything nowadays is a "challenge," as though progress and problems had never existed until modern times, but if there be true justification for assuming the unusual in the present situation it must surely be seen in youth's landslide from accepted standards.

No poles could apparently be farther apart than the scrubbed-face Dartmouth cadet and the shaggy student, yet the two streams are being brought together most successfully in a manner which defies the mass-media impression of both.

Britannia Royal Naval College overlooks a blissfully beautiful Devon anchorage, the town unchanging over decades. Packed cars pollute the atmosphere, crushing the narrow streets, and in one corner the soft air of a summer evening is cracked by the noisy jingle of pop music around the bandstand.

Somehow the serenity of the place digests these inflictions, as though conscious of some inner strength symbolized by the college on the hill, standing in its well-groomed grounds with an architectural splendour now beyond our purse.

The Royal Navy needs something like 600 new officers every year, and Dartmouth is where they start their training.

Increasingly the requirements of the modern Service have demanded a high academic level, leading to the inevitable conclusion to turn towards young men at degree level for a high proportion of the intake.

After seeing a screaming student demo. on the television, it may be hard to reconcile that background with the future of the Royal Navy, yet at 27 universities throughout the land there are 100 students who have "signed on" as future officers.

Being paid as midshipmen they must rank as rich among the students, but they have much more than money to give them stature.

Apart from a proven higher-grade intelligence they have to possess convincing

qualities of character and leadership to pass the Service selection.

Such men have the natural talents to be an asset in any field, and their contribution to university life — and the hope for continuance of the process — lies in the Service maintaining its sights always at the top.

But what of the university effect on Dartmouth?

Undoubtedly the university air has encouraged the growth of a wider, deeper outlook, helped enormously by the tutors who, although civilians, are involved in all aspects of training — including going afloat, or doffing their mortar-boards as an integral part of a ceremonial parade.

Thus the outside cultural contacts of tutor and graduate have enriched the pattern of life, stimulating the potential of world citizenship among the cadets.

That, however, is the change by which Dartmouth is keeping pace with human development, maintaining a respected place by whatever standard one cares to judge.

It is the unchanging aspect of life there



Dartmouth - a training for kings

The entry

While attention at Dartmouth increasingly towards the entries, naval cadets — about 300 — still make up the main intake at present time.

They spend their second year at the Fleet returning in their third year — perhaps having been the world — to form the sub-backbone of the college life and Some will be sent to university.

University cadet entrants, who the Service during their degree course have undertaken naval training, their vacations, and direct entrants, spend up to a term in mouth before going on to the third year.

Those with experience, or training, will be put into the "advanced stream."

Also in the college are the uppermen (former ratings) who join at cadet entry, and a large number of career officers, particularly post-graduate observers.

Training is handled by 50 officers and 35 civilian academic staff under the Faculty of Studies.

which is also a secret of its strength.

Dartmouth has the complete answer to that one great youthful demand — activity.

All the time, mind and body are being stretched in a totally-absorbing driving enthusiasm which only the young can sustain, offering a spirit of purpose without which a generation fragments into a lost unease.

The cadet population has academic maturity from the universities and a powerful injection of year-at-sea veterans coming back for more, the variety adding colour and strength to the mix.

The building itself, rolling lawns, sports fields, and panoramic view of pleasure yachts at their moorings in the natural har-

bour, seem remote from an atomic world of automation.

In a sense they are.

Amid all the prevailing doubts about the very future of mankind, the cadets are busily engaged in a profession which began when the ancients first ventured forth on a log in the waves.

Almost everything may change, but so long as men go down to the sea in ships, and this island maintains the defence of its heritage, cadets will be trained as professional sailors in much the same way.

Dartmouth produces what is acknowledged to be among the best, in technical skill, leadership quality, and cultural awareness — masters of the sea and "whole men."

Essential to the whole structure of training at Dartmouth is the subject of practical navigation. In the cadet's charthouse aboard H.M.S. Walkerton, off the South Devon coast, the ship's navigation officer Sub-Lieut. Richard Belfrage (second from left) assists Cadet Michael Phillips, Richard Cowley and John McPhadden during an exercise.



Graduates on the arts side will find themselves very much at home at Dartmouth, where cultural awareness is as necessary as professional training and leadership quality to achieve the "whole man" aim.

Mr. Gerald King, Director of Music, rehearses the woodwind section of the college ensemble. The cadets are Michael Cassidy (oboe), Thomas Hutchinson (clarinet), David Land (bassoon) and Philip Barber (piano).

'Whole man' aim



ed by the atmosphere of tradition and purpose in
against the handsome building in its superb setting
at Dartmouth.

There is a certainty of the future built upon
the standards of the past, in an establishment
with the resilience to meet the impact of modern
times and the fierce scrutiny being directed on
every aspect of our national life.

SHE'S SUPER!



What a super yacht — beyond the private purse of all but the wealthy few. At Dartmouth they have several yachts in which cadets get the real "feel of the sea" and gain valuable experience to complement their training in warships. In addition to the yachts there are racing dinghies, and a good deal of the cadets' time, especially in the early days, is spent "down on the river."

The graceful craft in the picture is the college yacht Martlet. With his crew streamlining themselves, the helmsman, Sub-Lieut. Berian Barnaby (second from left) attempts to coax more speed out of the craft in the sub-lieutenants' race.

A wide range of sport is available at Dartmouth, where they really know how to play hard as well as work hard. Activities include such pursuits as horse riding and beagles, in addition to games like rugby, soccer and water polo.

Different for the Prince

When Prince Charles enters the Royal Navy on September 15, he will find a Dartmouth very different from that experienced by former members of the Royal Family, and his personal approach to a naval career forms part of the change.

As the Service turns more to university men for its officers, the Prince is entering under the graduate entry scheme as an acting sub-lieutenant in the Seaman branch, to serve for three to five years.

Before joining the guided missile destroyer H.M.S. Norfolk for training afloat, he will spend six weeks at Dartmouth — the usual period for young officers from university selected for the "accelerated stream" because of their experience of service undertaken before full-time entry.

The Prince's main study at the college will be a basic introduction to the organization and structure of the Royal Navy, with special attention to navigation and seamanship.

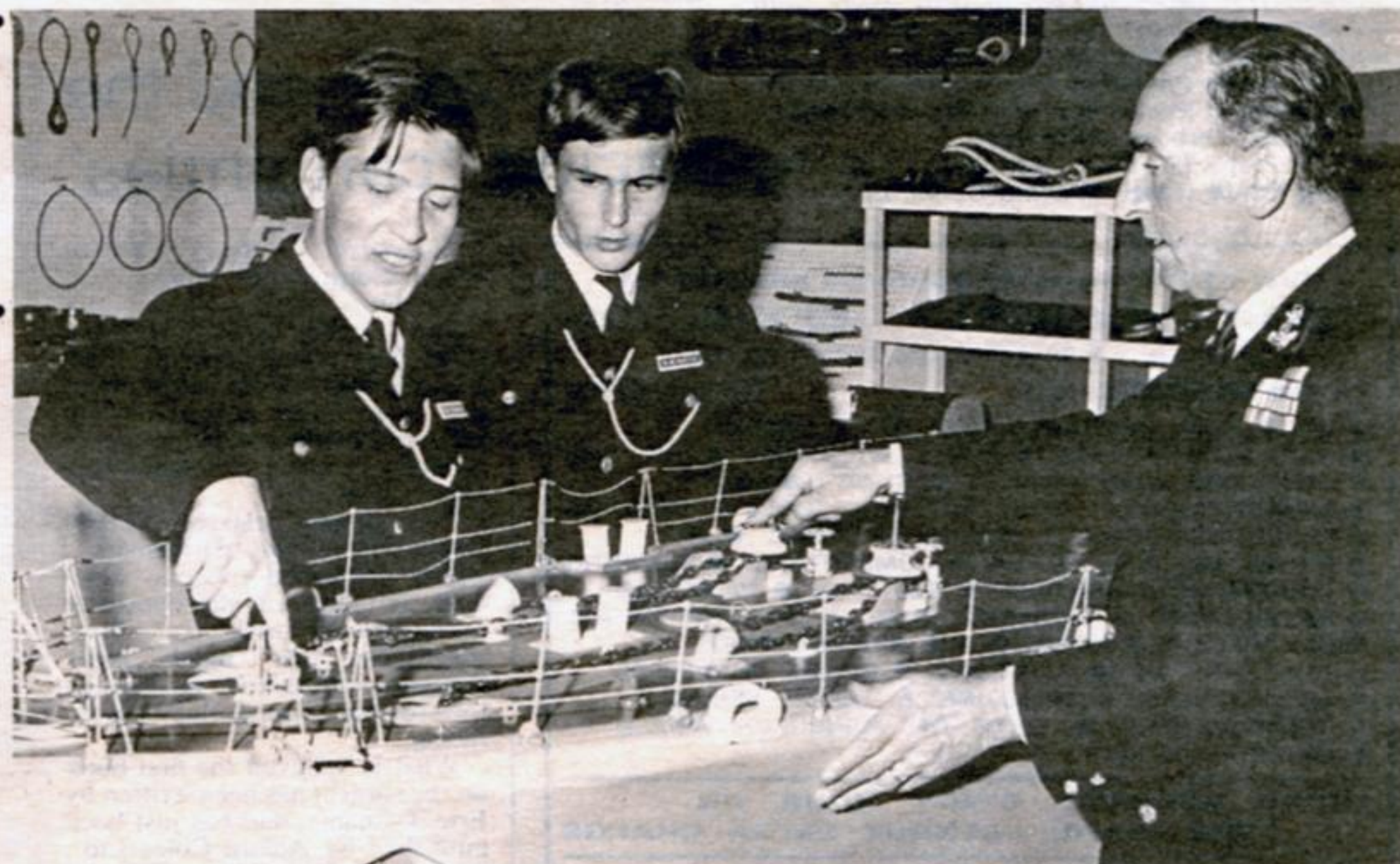
He will be continuing a Royal association with the Service lasting nearly two centuries.



Learning the
ropes as well!

ing fit

It could soon be the real thing for Cadets Adrian Seville and Robert McGhee. Mr. George Smith, the senior civilian seamanship instructor, explains the anchors and cables on the foredeck model of a Leander-class frigate.



AND FLYING TOO?



H.M.S. Walkerton, the coastal minesweeper attached to Britannia Royal Naval College, returns to the Dart after a week's visit to Heligoland.

There has always been a strong flying interest among cadets at Britannia Royal Naval College, who are well aware that although there may be a change of accent, aircraft will continue to play a major part in the future strength and capability of the Royal Navy.

With every warship from frigate size upwards being equipped with helicopters, it is necessary to have at least an initial "acquaint" with these versatile machines.

At the college flying section, Lieut.-Cdr. Bernard de Salis gives last-minute instructions to Cadets David Turnbull, Robert Butcher and Richard Govan, prior to taking off on a navigational exercise in the Wasp helicopter.

Pictures:
CPO
Brian
Gentry

"Where are all the 'characters' in the Navy nowadays" is a nostalgic question often heard, especially as older tongues loosen amid the emptied bottles. The answer no doubt is "outside."

In the peace time struggle for promotion up the narrowing area of the pyramid, much of the liveliness of "characters" is firmly ironed out by social and family pressures into a somewhat dull conformity.

Only in war do the rebels come into their own. Take the case of Commander F. J. "Johnny" Walker, R.N., whose story is referred to in "The Naval War Against Hitler," by Donald Macintyre (B. T. Batsford Ltd., price £3.50).

HIS CHANCE

In the years before, this officer had specialized in anti-submarine warfare. Something of a "stormy petrel," his differences of opinion with those in authority over him had damaged his career. Passed over for promotion to captain, his talents had been wasted in uninspiring shore appointments.

The story has a somewhat familiar ring.

But his chance came, and he pitched into it with all the fire and dedication of an officer given the chance to prove himself.

In the battle for Convoy HH76, Hitler's U-boats didn't know what was hitting them. Their enemy was "Passed-over Walker," whose methods and efficiency helped to put the "writing on the wall" for Germany's submarine warfare.

The basic material for the book has been well combed over by now, but Macintyre's writing skill stirs the memories and brings back the drama of those days when civilization was perilously near the edge of a precipice.

THE LESSONS

The lessons of history and the vital importance of sea power to this land tend to become mere

words lost in constant repetition.

It is well to have the past brought vividly to mind again in emphasizing that 300-year-old quotation from Francis Bacon, "This much is certain, that he who commands the sea is at great liberty, and may take as much and as little of the war as he will."

The Russians, at least, seem to have got the message.

SAILING—LEARNED BY MISTAKES!

It had to come. After the bookshelves groan with the weight of authors who know everything, someone had to put pen to paper because he knew nothing.

Oliver Stewart has done it all. He didn't notice the white horses offshore, failed to take into account strong tides, got the tiller caught in his cuff, jammed his big toe between the floorboards, had his dinghy swept on to a beach, allowed his yacht tender to drift away, and achieved the most hair-raising spectacles in letting go and picking up moorings.

Obviously the fellow you firmly direct to the spare buoy at the other end of the mooring line (or the next harbour if possible!)

The book he has written about it all, "Bad Sailing Made Good" (Adlard Coles, Ltd., price

£1.25) was obviously not written as a "funny", but it does tend that way because it is so serious.

As a major, it might be expected that he would introduce some military precision into his small-boat sailing, but whether his "rigging by numbers" is likely to catch on is open to doubt.

This little book will awaken memories for us all, and provide lots of advice for the beginner. Most of all, perhaps, it will encourage the beginner to understand that even among the worst of the duffers, hope remains.

After all, even Major Stewart now has the wisdom of experience!

Team spirit and the racing 'certainties'

Viewed from the number of hours of enjoyment, dinghy owners intent on racing get a better return for their outlay and work than most other types of small-boat enthusiasts, though some of the older hands are somewhat saddened by the escalating cost of gadgetry in many of today's racing machines.

The dinghy classes usually throw up "star performers", whose continued success, especially in clubs, can discourage or even cause the break-up of a fleet, suggesting that much more thought could usefully be directed towards the comradeship of team racing.

What is believed the first book on the subject has been written by Eric Twinn, and has just been published by Adlard Coles Ltd., price £2.95. The title — "Dinghy Team Racing."

This is a highly-professional volume well illustrated, and an invaluable guide to helmsmen either engaged in this form of competitive sailing, or looking for a change from the usual solo procession round the buoys.

Triumph of the 'passed over' ... AND THE MORAL OF SEA POWER

NEW
ON THE
BOOKSHELF



Above: Capt. "Johnny" Walker, whose exploits are mentioned in Donald Macintyre's "The Naval War Against Hitler."

Pursuing the sea power theme, Captain S. W. C. Pack has gone much farther back, in "Sea Power in the Mediterranean" (Arthur Barker, Ltd., price £3).

In a foreword, Admiral Sir John Hamilton, who was Commander-in-Chief Allied Forces, Mediterranean, from January 1964 to June 1967, points out that the annals of history are filled with the frustrated hopes of military commanders who have neglected sea power, with the Med. providing its fair share of examples.

"This book is timely," he says, "because NATO strategy, in my view, needs to be more flexible."

RUSSIA'S INFLUENCE

"Preoccupation with the land frontier in central Europe has tended to blind people to what is happening on NATO's southern flank, where the Levant and North African shores are no longer under the control of European powers, and where Russia's naval presence is steadily on the increase."

The early chapters describe the struggle between France and Britain for supremacy in the Mediterranean from the seventeenth century onwards, but there is a somewhat prophetic reference to an incident 2,000 years before, when Paul was shipwrecked, and "found his way to safety on the island of Malta."

The importance and problems of that island are never far from the news, and recent events help to keep in focus the lessons of the past.

STYLISH STORE



Sealion in 'civic' dive

During a visit to Swansea by H.M. Submarine Sealion a group of submariners took a 1,700ft. dive into the earth and six town councillors descended briefly into the sea.

The first dive occurred during a visit by officers and men to a colliery. The second was part of the programme when six members of the Town Council went to sea in the Sealion for half-a-day.

The Swansea call in May was the first official visit of the Sealion's new commission. After completing her second refit at Rosyth last September and working up at Faslane throughout the winter, she had moved south to join the First Submarine Squadron.

Swansea people entertained the officers and ship's company formally and informally, and the ship's company gave a party for orphans.

In June, when two miles off Plymouth breakwater, the Sealion intercepted a call for assistance from the guardship for the Plymouth to Fowey sailing race. For six hours after racing to the guardship's support, the Sealion (Lieut.-Cdr. P. L. Bryan) acted as officer in tactical command of the search and rescue force at sea.

IN NAVY DAYS

Before returning to Gosport for summer leave, the Sealion spent a pleasant week-end in St. Malo, and also conducted exit and re-entry trials with a Royal Marines unit.

Expecting to conduct further trials and participate in the First Submarine Squadron training period, which includes brief spells in L'Orient, the Sealion is due to be among ships open to visitors during Chatham's Navy Days at the end of August.

This £120,000 department store at Portsmouth, opened in July by C. H. Bernard and Sons, Ltd., gives the firm a lasting reminder of the 75th anniversary of its founding by Mr. Charles Henry Firth Bernard, grandfather of the present managing director, Mr. T. M. F. Bernard.

A former chief yeoman, he started it all at Harwich — and tailored uniforms for Royalty.

Now the firm, with 26 branches at home and abroad, can claim that most men in the Royal Navy (and many members of the Royal Marines and WRNS) have worn Bernard-tailored uniforms.

Bernards, the principal naval uniform contractors, tailor for new entries at B.R.N.C., Dartmouth; H.M.S. Ganges, and H.M.S. Fisgard.

The new store provides uniform and civilian clothing for Servicemen and most of their personal and family requirements.

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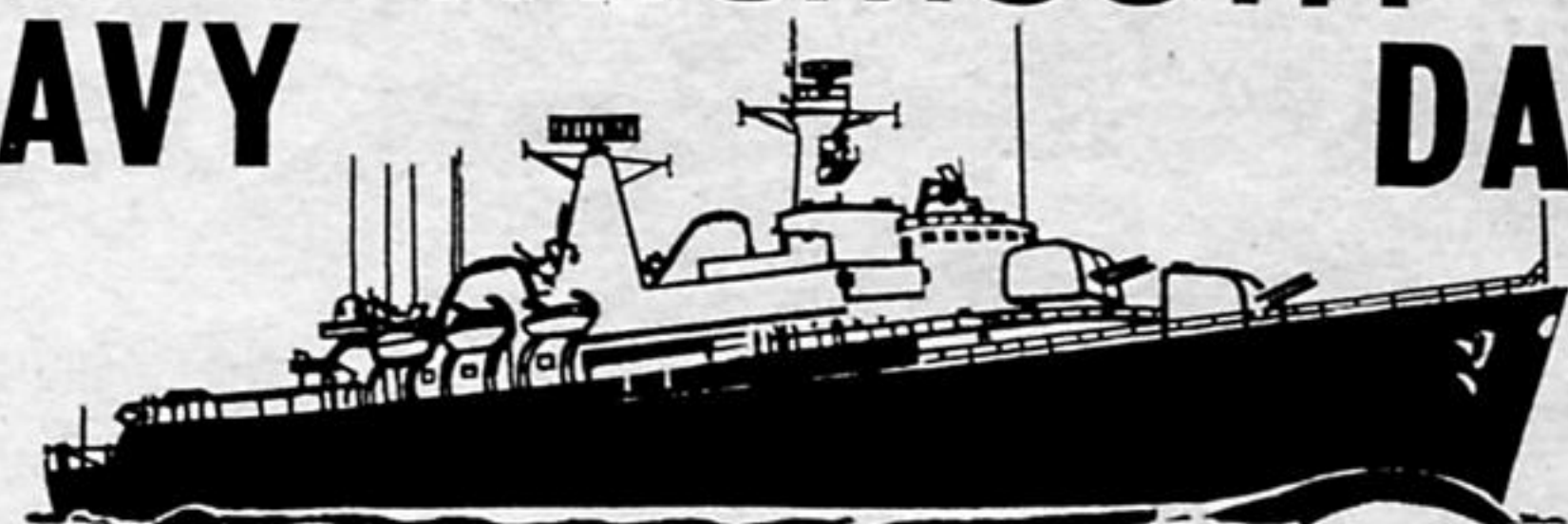
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Royal Navy's aircraft

No. 41

Technical data

A torpedo plane of 40 years ago



The Blackburn Ripon succeeded the Dart as the Fleet Air Arm's standard torpedo aircraft, first entering service with No. 462 Flight in August, 1929.

Its increased radius of action, roughly twice that of the Dart, meant that an observer had to be carried to do the navigation. For this reason its rate of climb was not so good as the Dart, though it was faster.

The prototype Ripon Mk. I (N. 203) appeared in 1926 and was

followed by a second (N. 204), tested on floats, and a Mk. II prototype (N. 231). The production version was designated Ripon IIA and was of composite wood and metal construction; later an all-metal version appeared under the designation Ripon III.

A total of 92 Ripons was built for the Fleet Air Arm.

AT HENDON

For its debut in May, 1928, before the Press at Brough, the Blackburn test pilot, A. M. Blake, dropped a one-ton practice torpedo into the Humber before climbing away straight into a tight loop. A month later, the Ripon made its first appearance in public at the Hendon Air Display.

From 1934 Ripons were gradually replaced by the Blackburn Baffin.

Finnish-built Ripons remained in service for some time and were used during the Second World War for anti-submarine patrols, leaflet dropping and communication flying, the last plane being struck off charge in 1944.

A multi-purpose aircraft, the Ripon was fitted with spools for catapulting and could be used for long-range reconnaissance with armament removed and extra fuel-tanks installed to give a total endurance of 14 hours. For precision bombing, the observer was provided with an aiming window in the floor of the fuselage.

LAST IN SERVICE

In addition to succeeding Darts in Nos. 460, 461 and 462 Flights, Ripons provided the initial equipment of Nos. 465 and 466 Flights, formed March 17, 1931. From January 1934 Ripons began to be superseded by Baffins, and the last in service were those of No. 811 Squadron aboard H.M.S. Furious.

Units allocated: No. 460 Flight (Glorious, Mediterranean Fleet); No. 461 Flight (Glorious, Mediterranean Fleet); No. 462 Flight (Furious, Home Fleet and Glorious, Mediterranean Fleet); No. 465 Flight (Gosport and Furious, Home Fleet); No. 466 Flight (Gosport and Furious, Home Fleet); No. 810 Squadron (Courageous); No. 811 Squadron (Furious) and No. 812 Squadron (Glorious).

Ripon IIA

Description: Two-seat carrier-borne torpedo-bomber. Composite wood and metal structure, fabric covered.

Manufacturers: Blackburn Aeroplane & Motor Co. Ltd., Brough, E. Yorks.

Power plant: One 570 h.p. Napier Lion X1A.

Dimensions: Span, 44ft. 10in. (19ft. folded). Length, 36ft. 9in. Height, 12ft. 10in. Wing area, 649 sq. ft.

Weights: Empty, 4,255lb. Loaded, 7,405lb.

Performance: Maximum speed, 126 m.p.h. at sea level; 118 m.p.h. at 15,000ft. Cruising, 109 m.p.h. Climb, 610ft./min. Endurance (normal), 3hrs. Service ceiling 13,000ft. Maximum with external tanks 14hrs.

Armament: One fixed Vickers machine gun forward and one free-mounted Lewis machine gun aft. Provision for one Mk. VIII or Mk. X torpedo; alternatively, one 1,100lb. smoke container or a bomb-load comprised of three 230/250lb. or three 520/550lb. bombs on universal carriers under wings and fuselage and light series carrier for 20lb. practice bombs below starboard wing.

PHOTO POSTCARDS

Photo postcards of this aircraft and others of this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 5p each (including postage) — 50p per dozen — stamps or postal order.

A standing order for the supply of each new card on publication for 12 issues, can be arranged on receipt of cheque or postal orders for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

Other aircraft in this series are: Walrus, Seafox, Skua, Albacore, Chance Vought Corsair, Fairey Grumman Wildcat, Fairy Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraiders, Fairy III, Sea Hawk, Sopwith Pup, Westland Sea King, Blackburn Dart, Westland Wyvern, Sopwith Tabloid, Sea Hornet, Westland Wasp, Sopwith Camel, Sopwith Triplane, Phantom F-4K, BE2C, Wessex V, Sopwith Schneider, Supermarine Scimitar, Gloster Sea Gladiator, Westland Whirlwind, Sea Otter, and Sea Venom.

SIRIUS DIVE SAVES U.S. DRIVER

The prompt action of a Royal Marine who dived from H.M.S. Sirius when a fast-moving car plunged into the harbour at Key West, Florida, saved the life of the driver and earned the Marine a United States Navy commendation.

Mne. Robert Priest (24) was on watch on the flight deck of

the frigate when the car drove off the jetty, settling upside down in 15 feet of water.

He immediately dived into the water, swam down to the car and dragged the semi-

conscious driver through a window. He kept him afloat until help arrived, and then dived again to search for other passengers, but the driver had been alone.

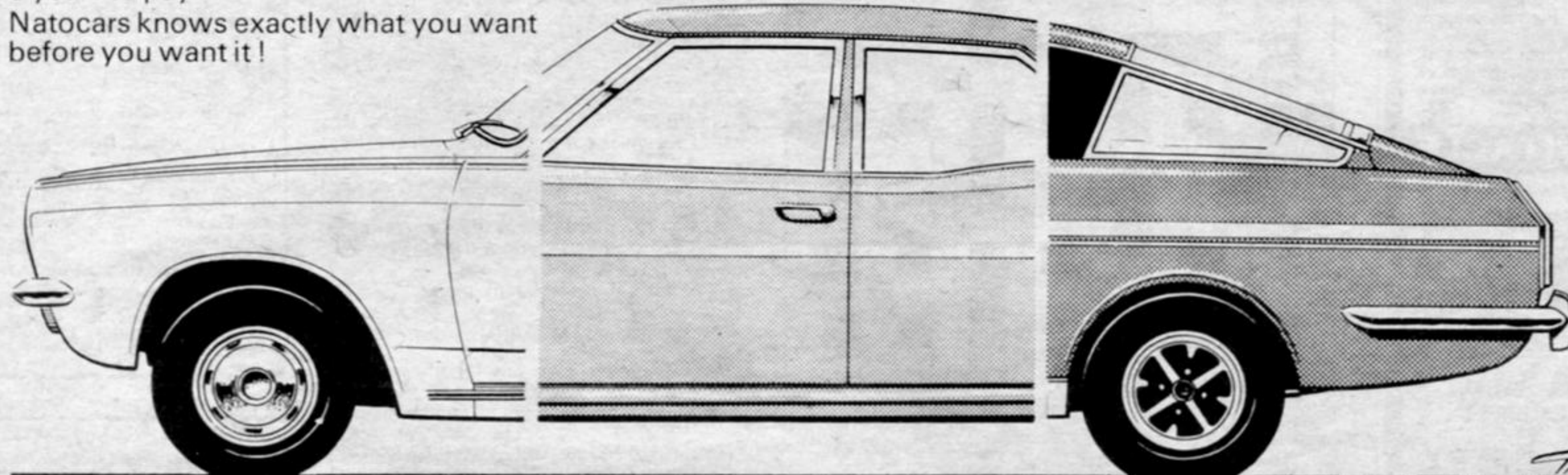
Earlier this year, Mne. Priest received the Ralph Garrett Memorial Award for outstanding personal initiative.

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Wakey, wakey - the Ark's arrived

There were some glum faces on board H.M.S. Ark Royal when she arrived at Fort Lauderdale, Florida, on June 22. The town was quiet and there were no more than 20 people — including six American sailors — on the jetty.

Admittedly, it was early in the day — the sun was just beginning to rise — but the ship's company thought they were in for a dismal visit.

Everything changed with the firing of a 21-gun salute. . . . Windows flew open and by the time the berthing party went ashore a reception party had mustered. The Floridians also opened their doors in welcome, entertaining and providing

transport. And some of the girls could only be described as "honeys." Almost everyone went swimming, with a sea temperature of 82°F.

Queues

The ship was open to visitors at the week-end and the queues were so long at times that some people waited two hours to get on board. A total of 21,000 visitors was received.

And when the time came for departure the carrier was given a great send off.

There was another celebration in the Ark when the catapult crew notched up their 2,000th waist launch of the commission.

Senior member of the 20-man crew (eight senior rates and 12 junior rates) is Mechl R. H. "Barney" Barnes. He has been associated with catapults for more than eight years, doing two commissions in H.M.S. Eagle, one when she was fitted with hydraulic catapults.

To celebrate the 2,000th launch, a 6ft. "oggie" was baked by Chief Cook B. Greenwood and PO Cook J. Hobday.

Birthday surprise

What a great way to spend your 17th birthday — with a three-hour flight in a Sea King helicopter. This was the "Birthday Present" given to JMA Cecil Quinn, serving in H.M.S. Ark Royal.

Cecil (below, left) was accompanied by JMA Andrew Ellis, at 16 one of the youngest serving in the Ark Royal.



Ulster whopper dwarfs the Navy

H.M.S. Hermione arrived back in Portsmouth in mid-July after a hectic "Meet the Navy" cruise to Ireland and Scotland.

First call of the cruise was Belfast, with H.M.S. Cavalier and H.M.S. Sirius, and members of the ships' companies visited the Ulster '71 exhibition. All three ships berthed close to a recently-launched 227,000-ton tanker, which did rather dwarf the Royal Navy trio.

During the visit the R.N. ships were open to schoolchildren.

The Hermione then sailed for

Scotland, the land of her maker, where in Glasgow more than 1,000 children visited her. Many sports matches were played against Glasgow police, who also organized a good social programme for the ship.

MET NEW NUKE

After leaving Glasgow, the Hermione accompanied the new nuclear fleet submarine H.M.S. Courageous on sea trials north-west of Ireland.

The next few weeks were spent exercising in the Clyde areas with submarine "L drivers" on their "Perisher" course. Occasional nights were spent in Campbeltown and Rothesay, and week-ends in Faslane and Greenock. One night in Campbeltown, the frigate's boats were called out to assist the local lifeboat in the search for a man who had been seen in trouble in Campbeltown loch.

During the ship's time in the Clyde, her helicopter, carrying the commanding officer (Cdr. D. J. Mackenzie) and CPO Stewart Millar, visited the school where CPO Millar's wife teaches.

COWES GUARDSHIP

At the end of June the ship visited the village of Portree in Skye, a haven for fishermen, divers and sailing enthusiasts, and a week-end in Rothesay was next stop on the trip back south.

Then the Hermione's "agenda" included guardship during Cowes Week, followed by summer leave for the ship's company.

Recordings on the move

Equipment which gives accurate and continuous temperature-versus-depth recordings from a ship without slowing or stopping has been ordered by the Royal Navy in a contract worth £75,000.

Plesseys are to provide the equipment which is primarily for use in tactical anti-submarine warfare operations, but can also provide valuable research data.

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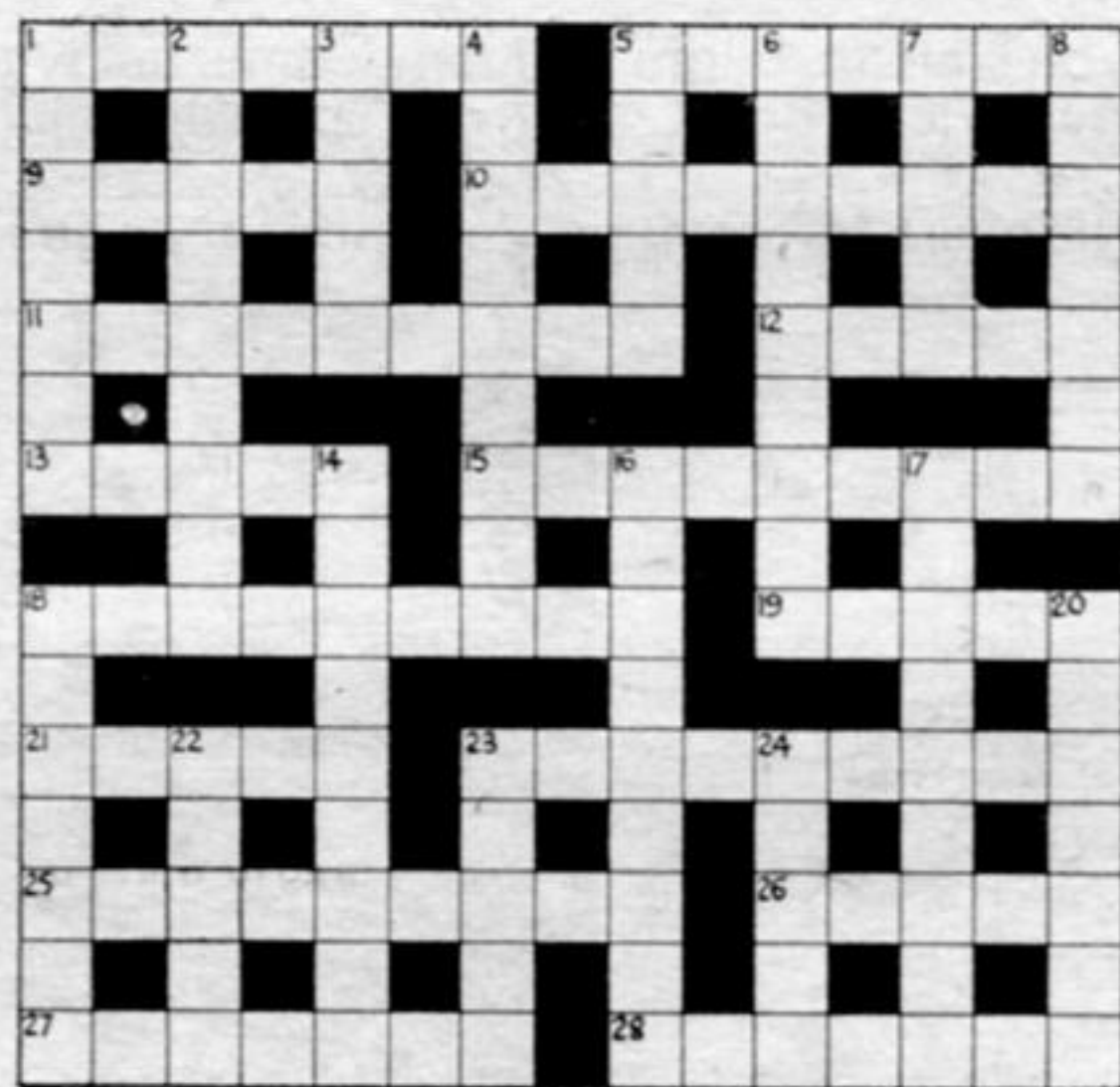
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Three minutes' walk from Town Station.

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Your £10 crossword

Below is the latest of the present series of Navy News crosswords. Entries close on August 19 and should be addressed to Crossword No. 30, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on that date will receive National Savings gift tokens to the value of £10.



ACROSS

- About the religious booklet—I take it back (7).
- 007 has them tied up in all groups (7).
- Musical strength turns the Swiss glider into a boat (5).
- Do a squirt and bring about good order with this (4, 5).
- It's around a slide—that's where you find thinking people (9).
- Change later (5).
- Making this a hep O.C. (5).
- The very ornate piano? (4, 5).
- Section of the library made up of letters of recommendation? (9).
- Sailor swallowed things to make them grow less! (5).
- Tale of the fable is four-fifths by word of mouth (5).
- Eleven for a theatrical backer? (5, 4).
- The sort of decoration that just makes a modern art! (9).
- Just the place to suit a plaster saint (5).
- This would give you a start in another fashion (7).
- What's in it for happy people? (7).

DOWN

- Remainder I've put together, a built techy-like (7).
- Didn't finish like an all-time winner (6, 3).
- Lawful ending, rather terrible (5).
- Doesn't consider it a very good suggestion — any way, doesn't turn up! (5, 4).
- Makes clangers — i.e. if introduced would reveal some very foolish characters (5).
- The old place is pulling you when this makes you suffer (9).
- Grown up in a sad ultimatum (5).
- Last out — sufficient to make the end rude (7).
- Bad luck, the train has to run on them (4, 5).
- Green etc., I mix up in lively fashion (9).
- The big drop (9).
- Trap arm in the defence work (7).
- Has Adam no place in the mountain — even among the remainder? (7).
- Dora makes much of another girl! (5).
- A man's secret, if a spy (5).
- Lenin makes cloth (5).

SOLUTION 29

Across: 1, Department store; 9, Insight; 10, Trustee; 11, Idiom; 12, Ell; 14, Bourn; 15, Roe; 16, Gleans; 18, Ordeal; 19, Infer; 20, Assent; 23, Badger; 26, Arc; 28, Heats; 29, Sea; 30, Panda; 31, Nutlike; 32, Toiling; 33, Superintendence.
Down: 1, Driving machines; 2, Pastime; 3, Regiment; 4, Matter; 5, Nettle; 6, Slumber; 7, Obtrude; 8, Eternal-triangle; 13, Log-fire; 17, Sit; 18, Orb; 21, Start up; 22, Nastier; 24, Applied; 25, Gentian; 26, Astern; 27, Cattle.

Winner of Crossword No. 29 was LSA J. Asher, 6 Mess, H.M.S. Undaunted.

ONLY YOUNG MEN GO BALD

If a man has lost most of his hair by the age of 50, he isn't likely to have lost much of it in the previous ten years; he won't have had it to lose because he will usually have been very thin on top by the time he was 40. We only describe the loss of hair as 'baldness' when the last few hairs disappear and the scalp is bare. But the process of going bald occurs much earlier. In fact the most common causes of baldness are scalp disorders which start in early youth and most hair is lost in the 20's and 30's. Put another way: if you see a man of 60 with a good head of hair, you don't expect him to go bald now — only young men go bald.

BALDNESS IS NOT INEVITABLE

There are many men in this country today who would be bald if they had not received early treatment. They owe their hair to the successful Roney-Booth method of treatment.

THE PROOF OF OVER 40 YEARS' WORK

In 1927 Frederick Booth started his clinic and was succeeded by Mrs. Roney in 1962. A number of medical practitioners refer patients for treatment and recognise its validity. It has proved effective for over 40 years.



A VERY COMMON CAUSE OF BALDNESS

The dark outline represents the hair follicle — a tiny sheath in which the hair root grows. If the glands alongside it in the scalp are over-active, they choke it with waste matter and grease (the dotted area). The hair root cannot grow properly and becomes loose, and the hair falls out. In time, the follicle ceases to produce new hair and balding results. Such disorders can now be treated inexpensively by you at home.

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Send in the coupon below and not only will you receive free literature about Roney-Booth methods of treatment but, in addition, completely free and without obligation we will send you a 4oz. sample of special Roney-Booth shampoo.

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Please send me without obligation my free shampoo sample, together with a free copy of your book.

BALDNESS — ITS CAUSES AND PREVENTION

Block capitals please.

Name
Address

NN 8/71

In memoriam

R. I. G. Hewitt, AB. D.062745, H.M.S. Argonaut, June 10.
P. W. G. Westcott, ME 2, D.121911, H.M.S. Raleigh, June 18.
S. G. Williams, Jnr ME 2, D.121913, H.M.S. Raleigh, June 18.
D. M. Stobart, CEA App. P.110777, H.M.S. Tartar, June 24.
Eng'r Lieut. J. E. G. Fanning, H.M.S. Eagle, June 26.
D. C. Baker, MEM 1, P.104775, H.M.S. Pembroke, June 28.
R. W. Newman, Jnr Ck. 119578, H.M.S. Collingwood, July 2.
Cdr. D. V. Vivian, H.M.S. Collingwood, July 4.
Lieut. W. J. Booty, H.M.S. Tyne, July 4.
P. E. Robinson, A/LMEM. P.095244, H.M.S. Tyne, July 4.
W. McClair, AB. P.107573, H.M.S. Llandaff, July 6.
M. Hartwell, MEM 1, P.088932, H.M.S. Aurora, July 9.
W. B. Ward, AB. P.106450, H.M.S. Lynx, July 10.
M. I. Cross, REMech 4, P.098028, H.M.S. Revenge, July 13.
C. J. Noble, REA 1, P.055303, H.M.S. Revenge, July 13.

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Barmmaids a-go-go!

These beauties adorning the bar at the Mountbatten House Club, H.M.S. Mauritius, are the club's own go-go girls.

Our "saucy correspondent in Mauritius" (his own description!) tells us that the enterprise is flourishing — "the joint jumps twice weekly, with beautiful go go girls and a hairy disc jockey."

The idea of the club came from LRO Western and is run with the co-operation of the management and Lieut. Derek Sayce. There are two "sessions" a week, one for 11 to 16-year-olds, the other for adults.

Wren's reward



The winning smile of Wren Doris Waite matches the enthusiasm and skill with which she tackles her job as a weapons analyst at the Admiralty Research Laboratory, Teddington.

Her efforts have brought their rewards in the form of an engraved silver pencil, a Herbert Lott Naval Trust Fund Award to encourage efficiency.

In March this year, Doris became engaged to PO John Colling, of H.M.S. Courageous. Doris is to move to Faslane, the submarine base on the Clyde, and by a happy coincidence, John will be there too.



NAVY
NEWS
DIARY

'Daddy' Dennis bids farewell to Antrim

In many a ship today the average age (including officers) is about 21, so that anyone claiming anything like 40 years would be a real "daddy" among them. But it can happen.

The entire crew of H.M.S. Antrim lined the decks to cheer a farewell when Able Seaman Dennis Carini walked down the gangway for the last time.

At 41 he was probably the oldest AB in the Service. "A true seaman," said an officer. "He has rejected promotion in the past and was only interested in being a seaman. He has a 'very

superior' record, and is leaving with the Navy assessment of 'exceptional'."

The presence of such a man is regarded as a stabilizing influence on the messdeck, and the Service is granting the opportunity for a longer career — fifth and sixth fives.

Though officially classed as "juniors," these experienced sailors would be able to get in more than 30 years' service. Two were mentioned in the last list of names published in D.C.I.s.

They may be shy of personal publicity, but their worth to the Navy is very much recognized.

STEPHEN'S CROSS

Especially for use at an international morning service in H.M.S. Fearless at Kiel, Germany, a member of the ship's company, MEA1 Stephen Mee, made an altar cross in teak.

A fine piece of craftsmanship, it will serve as a focus of worship at future services.



THE HAIRY ONE!

We know that the regulations on haircuts have been relaxed, but it's a safe bet that no one ever expected to see a sailor with a crowning glory like this! Mountbatten House Club disc jockey LRO Ken Evans — all bewigged — certainly looks the part as he spins a cool disc.

Sub-Lieut. Bob Gutherson (34), deputy weapons engineer officer in H.M.S. Lincoln — refitting at Chatham — is not sure what to call his main spare-time hobby. "Collage" doesn't sound quite right, but "creation" is a little highfalutin. Whatever the name, the result is attractive.

In the name of art

Putting it simply, Bob sticks any old unwanted bits and pieces on hardboard, sprays them with paint, frames them — and ends up with something which would grace any wall.

A recent effort was raffled in a local pub, raising £10 for charity.



'Sheathed' in safety

No sailor's superstition is more respected than the luck of a black cat, and a tale about one is told in "Trawlers go to War," the book reviewed in the July issue.

The fishermen crew of the Fleetwood trawler Gava refused to sail from Harwich because their cat was missing. After a thorough search, it was found under a sack of potatoes, nearly flattened but unharmed.

The trawler sailed, but there was a new problem. Everybody at sea wore lifebelts, but there was none for the cat.

Then a sailor produced a small square packet, inflated the contents, and put it around the animal's neck, "sheathing" it in safety.

"The cat looked so funny, but we got used to it," said the book, "and the cat went around like that for months. It really seemed the ideal thing."

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New president

Rear-Admiral Thomas Vallack Briggs has accepted an invitation to become president of the Royal Naval Association, reports ENCEEM.

Rear-Admiral Briggs, who lives in Westminster, joined the Royal Navy in 1924. Promoted commander in 1940, captain in 1947 and rear-admiral in 1956, he was an advanced gunnery specialist.

The ships in which he served included the Ark Royal, Newcastle, Renown, Queen Elizabeth, Nelson, Solbay and Cumberland, and he commanded the 5th Destroyer Flotilla.

Among his naval appointments, he was on the staff of the Flag Officer, Second in Command Eastern Fleet (1944-45), Chief of Staff Home Fleet and Eastern Atlantic (1956-57), and Assistant Controller of the Navy in 1958 when he retired.

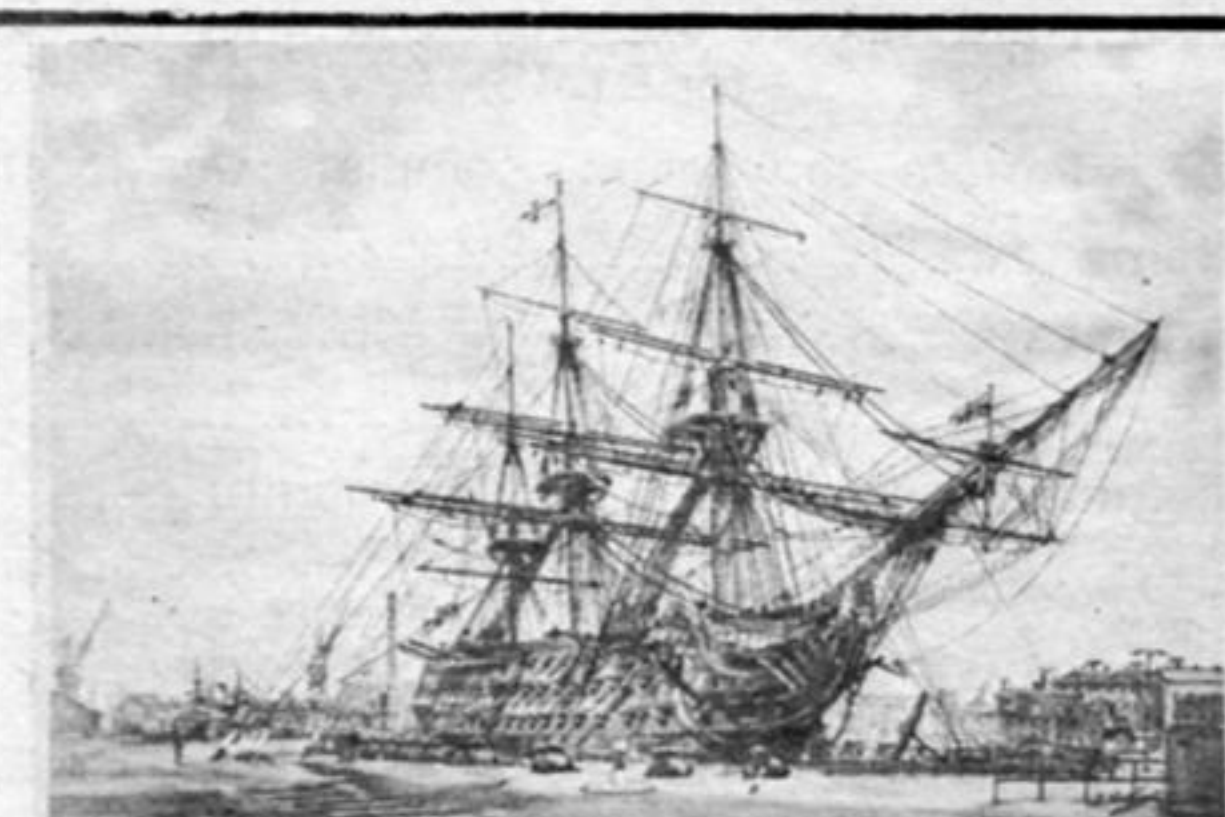
The R.N.A. has been without a president since the death in January of Admiral Sir David Luce.

St Austell

The founder member and present chairman of the St Austell branch, Shipmate A. H. Mortimore, and his wife celebrated their golden wedding with a social evening at the R.N.A. Club, attended by more than 80 members and friends, including some from Rosyth and Newton Abbot branches.

Shipmate Mortimore served in the Royal Navy for a total of 28 years, seeing action in both world wars.

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Many aspects of life in the Royal Navy are depicted in the Stone float which won third prize.

Newbury's story of courage

Behind the formal announcement that the Newbury and district R.N.A. branch has chosen Shipmate David Stratton as its president, is a story of courage. Shipmate Stratton is a polio victim.

He led a full and active life until last year when he was struck down by the disease after a five-day business trip to Turkey.

Despite his disability, the former lieutenant in the R.N.V.R. serving in minesweepers from 1945 to 1947, still conducts his private business.

"I shall certainly take a keen interest in the affairs of the Association, and I am really honoured to have been chosen as president," he says.

TIE-UP

Married with two young children, 43-year-old Shipmate Stratton joined the R.N.A. through the branch secretary, Shipmate Maurice Catlow. He called at the Strattons' 17th Century home at Hampstead Harshall, near Newbury, to arrange the installation of a special telephone.

A former CPO in the Fleet Air Arm, Shipmate Catlow was wearing a Royal Navy tie — and so the link was forged.

Ashford

Ashford (Kent) branch scored a double success at the No. 2 Area rally, at which one of the features was the standard bearers' competition. The silver rose bowl was retained by Ashford's standard bearer, Shipmate John McDermott, who also won the National Trophy for gaining most points overall.

Beer

On June 26 Beer branch members paid their second visit to the CPOs' Mess, H.M.S. Heron. Some old friendships were renewed, and the tombola, dancing and buffet supper were enjoyed by all.

Bloxwich

A trip to Royal Ascot by shipmates and wives of the Bloxwich branch was completed by a visit to Leamington branch on the way home. Refreshment provided by the ladies of Leamington, and a social evening rounded off a perfect day out.

Braintree

It was "Up spirits," in both senses of the phrase, for the residents of Pembroke House, Gillingham, when the R.N.B.T. home for aged ex-naval men was visited by members of the Braintree branch.

The visitors derived great pleasure from dispensing traditional naval refreshments to the old shipmates, before going on to attend the No. 2 Area rally at R.N.B. Chatham.

After the business they turned to pleasure — and the hospitality of the POS' Mess. All in all, it was a really good R.N.A. run ashore!

Durban

The Editor of The Bosun's Call, the newsletter of the Durban, Port Natal branch, quotes to his fellow members some facts and figures from the newsletter of the Cape Town branch — with the aim of boosting Durban attendance figures.

"As a matter of interest and a challenge to us, I see they have a total membership of 95 and a regular attendance of 50 per cent.," writes Shipmate Geoff Wingrove. "Our membership is approximately the same, but the attendance is nearer the 35 per cent. mark."

Calling 'Old Conquerors'

This call comes from the commanding officer of H.M.S. Conqueror, at present in the Cammell Laird Yard, Birkenhead, and due to be commissioned in November.

"I should like to ask if there are any readers who served in previous Conquerors," writes CPO A. R. Boyling, on behalf of Cdr. R. H. Heaslip.

"There was a small vessel called Conqueror used in the last war and I believe there was a battleship of our name in World War I."

In fact, research has revealed that the name of the Conqueror goes way back before that...

The first in a long and distinguished line of Conquerors appears to have been a fireship captured from the French in the Mediterranean in 1745!

Since then at least a dozen Royal Navy ships have carried the name, including several battleships, a paddle tug — and even a yacht.

If you served in any of these ships, and would like to reserve yourself a seat at the new Conqueror's commissioning ceremony, contact CPO Boyling, who will be pleased to arrange it.

BRANCH NEWS

Big day for 'Old Sheffs'

As the first draft of the book about the old "Shiny Sheff" nears completion, 16 men who have helped to fill its pages attended the launch of the new H.M.S. Sheffield, the first of the Royal Navy's Type 42 destroyers.

The "Old Sheffs" present were Chief Stoker Tom Bolton — the first man to join the old ship in 1936; Ch. Sto. "Geordie" Burdett; Ldg. Sto. Frank Foulger; Sto. Fearn; LS Collard; Mne. Reg Bown; EA3 Peter Standen; LS Owen Piggott; LS William Eves; PO Geoffrey Morter; Midshipman W. Greenwood; R.N.R.; Midshipman Douglas McGill; R.N.R.; Lieut. (E) Denis Edwards; WE Cockram; Boy 1 (now Lieut.-Cdr.) Ellis, and Lieut.-Cdr. Richard Treseder.

The ranks and ratings shown are those which were held in the "Shiny Sheff" and may help Shipmates to identify old friends.

An appeal for help in the production of his book comes from Lieut.-Cdr. H. R. Treseder, of Greywell, 77, Pembroke Road, Portishead, Bristol, BS20 8HE.

"I am desperately short of material for 1948, 1954 and 1955," he writes. "Any stories, newspaper cuttings, photographs and diaries will help."

SMILING MISS SUB.

Wren Mary Parker, of H.M.S. Eagle, Liverpool, has every reason for smiling — she is Miss Submariner 1971, and her prizes include the cup she is holding, a vanity case and a box of chocolates.

She will also be a guest of honour at a week-end reunion of members of the Merseyside branch, Submarines Old Comrades' Association, to be held at H.M.S. Dolphin, Fort Blockhouse, Gosport, in October.

Miss Submariner and her friends, with some nurses from Bootle Hospital, added a touch of glamour to the branch visit to the French submarine Espadon.

Hot pants were rig of the day, as they had been earlier when the branch entertained the French sailors.

Secretary Ray Hedgecock recalls: "We certainly had to perform wonders, with 37 Frenchmen who could not speak English, and about 80 English people who could not speak French... We were treated to some of the French submariners' songs and, if the expressions and laughter conveyed anything, perhaps it was as well our girls were not bi-lingual!"

FESTIVAL TIME AT STONE

Navy renews ancient link

The small town of Stone, in Staffordshire, has a link with the Royal Navy dating back to 1735. In June the link was strengthened by the visit of ten officers and 112 junior ratings and Wrens from H.M.S. Collingwood, Fareham.

The visit coincided with Stone Festival Week and Capt. Jim McClune and the naval contingent were given a warm welcome, with the Stone R.N.A. branch providing food and beer for a party.

The Gala Day parade was attended by Collingwood's band,

followed by the prize-winning R.N.A. float.

In the evening a huge crowd watched the Collingwood Guard and Band perform the ceremonies of Beat Retreat and Sunset. The R.N.A. once again opened its doors to the whole naval party with most generous hospitality to end the festival.

REUNIONS

To all serving and former naval photographers, Lieut.-Cdr. R. J. Little, R.N. (ret.) writes: "It is intended to hold a reunion in London on December 11. All those interested are requested to write to me at Rose Cottage, Langham Lane, Langham, near Colchester, as soon as possible."

Honorary secretary Ray Hedgecock, of Merseyside Branch, Submarines Old Comrades' Association, reminds members that the Blockhouse Reunion 1971 will be on Saturday, October 2. "Start saving now: you can put savings into the 'Blockhouse fund' and it doesn't come so hard at the time. Don't forget that wives can come along and enjoy the week-end."

A feature of the third reunion of "Old Sheffs" at the Shiny Sheff, Crimicar Lane,

Sheffield, on June 16 was the number of men from the first commission present. They were Messrs. T. Baker, T. Bolton, A. Bourner, J. Burdett, A. Carter, H. Cockram, T. Dickinson, J. Garley and T. King.

The meeting was also attended by members of the Sheffield branch, R.N.A. Next year it is hoped that survivors from the Bismarck will be guests at the reunion.

Members of the Harwich Naval Force Association 1914/1918 are meeting on Tuesday, October 5 (7.30 p.m.) at the Victory Services Club, Seymour Street, London, W.2. Correspondence to Capt. P. L. Gunn, Mill Cottage, Belchamp Walter, Sudbury, Suffolk, CO10 7AT.

Captain Walker's Old Boys' Association has fixed a provisional date for the 1972 reunion — Saturday, May 6.



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Thames Television are preparing a major series of programmes on the Second World War, to be transmitted in 1971. They are anxious to talk to and film interviews with men who served in the Battle of the Atlantic. Please write, as soon as possible, and giving details of experience, to:

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... and Valerian survivors

Mr. George Howell (ex AB), of Homefields, Rumburgh, Halesworth, Suffolk, was a survivor in October, 1926, when the sloop H.M.S. Valerian was lost in a hurricane off Bermuda. He would like to contact other survivors — Cdr. Usher, Lieut. Hughes, POs Marshall, Tandy, LS Webb, Linsey, Drinkwater, ABs Bell, Morley, Smith, Card, Sig. Holmes, Tel. Saunderson, SPO Matthews, Stos. Garston with whom he spent 24 hours on a paint stage), Bone, Hill and Webster.

An Eskimo nosed into Portsmouth Harbour for a warm welcome on July 1 — and AB Denis Williams peeped out from the warm embrace of his Eskimo rig for an appropriate nose-to-nose greeting from his girlfriend, Miss Iris Holmes, from Galamman, Carmarthen-shire.

H.M.S. Eskimo had just returned after spending ten-and-a-half months in the Persian Gulf and Far East where they don't usually expect to see many Eskimos.

But, by picturesque custom, whenever the ship enters or leaves harbour a sailor dressed in authentic Eskimo clothing consisting of a genuine sealskin coat, parka and gloves, and carrying a harpoon, stands on top of the bridge for all to see.

SAD TALE OF A WHOPPER!

Most anglers can boast about "the one that got away," but there is a fisherman serving in H.M.S. Bacchante who can now tell a new version of the old hard luck story.

The Western Fleet fishing competition was over and the prize for the heaviest shark had gone to H.M.S. Zulu for a 22lb. shark caught off Beira — when this poor chap landed a tiger shark weighing 420lb.!

A signal was flashed to the Commander-in-Chief Western Fleet, requesting, hopefully, that the start date of the next competition be back-dated to allow his catch to qualify.

Back came this poetic reply:—
I much regret your super catch.

Has dipped out on the fishing match.

The next commences in July.

For which I'm sure you'll have a try.

A fish like this beats e'en a turbot.

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(The Herbert Lott Naval Trust Fund Awards are presented to naval personnel to encourage efficiency.)



'Sealed' with a kiss?

The Eskimo's 51,250-mile tour took her twice to Funchal (Madeira), to St Helena, Tristan da Cunha, Simonstown (twice), Mombasa (twice), Bandar Abbas (Iran), Bahrain, Mina al Ahmadi (Kuwait), Kharg Island (Iran), Sib, Masira and Salalah (on the Oman coast), Djibouti, Port Sudan, Massawa (Ethiopia), Hong Kong, Singapore, Freemantle (Western Australia), and Port Louis (Mauritius).

She carried out two Beira patrols and wore the flag of Commodore Sir Peter Anson, Commander Naval Forces Gulf, when she took part in the CENTO exercise Midlink with Iranian and U.S. ships.

TWO GUIDE DOGS

The Eskimo was in Massawa for Ethiopian Navy Days with Indian, French, Italian, U.S. and Russian warships, and during the commission the ship's company raised enough money for two guide dogs for the blind.

Pakistan tribute to R.N.

A tribute to the Royal Naval Staff College, Greenwich, was paid by the Commander-in-Chief, Pakistan Navy, in his inaugural address for the Pakistan Navy Staff College in Karachi.

"The course has been basically modelled on the Royal Naval Staff Course at Greenwich because we believe that, from our point of view, it is the best model that is available."

said Vice-Admiral Muzaffar Hasan.

Speaking of a "history of long association with the Royal Navy," he said: "The Royal Navy has given us generous assistance, advice and co-operation in setting up the College."

To mark the inauguration, the Director of the R.N. Staff College, Capt. P. G. R. Mitchell, sent a College crest as a token of goodwill.

Sending best wishes for the future of the Pakistan college, Capt. Mitchell wrote: "I hope that there will be many opportunities for us to develop our association and to exchange views and experience."

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ney — from Singapore to Calcutta — was completed in the comparative comfort of a ship, but the remainder of the trip will take them 9,000 miles through India, West Pakistan, Afghanistan, Iran, Turkey, Greece, Yugoslavia, Italy, Austria, Germany

and France.

The informal attire is explained by the fact that the team sent their uniforms home ahead of them. The three in the back row were borrowed!

Second Lieut. Robert

Willasey-Wilsey was unavailable when the picture was taken, but the other members of the team are (back row, left to right): Major Murphy, Mne. Carberry, Lieut. Hall, Mne. Taylor, Lieut. Babbington. Front: Lieut. Spiers and Mne. Dixon.

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Wonderful, wonderful Copenhagen...

The words of the song now have a special meaning for men of the Portland Squadron who spent five days in Denmark in June.

Led by H.M.S. Undaunted, H.M. ships Ulster, Grenville, Hardy, Dundas, and Palliser, with RFA Grey Rover, sailed a busy passage of training and manoeuvres through the Jutland Sea and German Bight, before berthing just five minutes walk from the heart of Copenhagen, one of Europe's most delightful cities.

The visit got off to a good start with a comprehensive programme of sight-seeing tours and organized entertainment. The most popular were the visits to the Carlsberg and Tuborg breweries, where at one stage the brewers asked the British sailors to sing for their beer — which they did, to the tune of several pints!

Six ships were open to the public during the visit, but the adverse weather conditions reduced the attendance figures. Fifty visitors who will long remember the occasion, however, came from lo-

cal orphanages for a party on board the Hardy and the Dundas.

The youngsters, aged seven to 11, were met by the "Pirates of Portland," who laid on all the fun of the fair and made sure that the rain did not dampen the spirits of the young "invaders."

The Minerva's Wasp helicopter, piloted by Lieut. D. Royston, accompanied the Squadron and proved popular with visitors, on the Undaunted's flight deck. When the time came for it to return to the Grey Rover, there

were so many spectators that the pilot felt he was taking off for the moon.

Soccer, rugby, and sailing contributed to the success of the visit. A soccer pitch was allocated to

the Squadron for hotly-contested, inter-ship matches, and two games against a local side.

Members of the Squadron attended Morning Service at St Alban's Anglican Church, Copenhagen. The Dean of Scandinavia, the Rev. Hugh Picton, was assisted by the Squadron Chaplain, the Rev. Peter Gregson, and the lesson was read by the Undaunted's commanding officer, Capt. J. B. Robathan, Captain (D) Portland Squadron.

GANGES GUESTS

On the way home, the ships spent two days giving juniors from H.M.S. Ganges an insight into what they can expect when they join the Fleet.

Squadron families' day at Portsmouth on June 25 provided a fitting end to Trainex 71.



The seven ships of the Portland Squadron moored at Langelinie Jetty were added attractions for tourists in Copenhagen. Astern of the Grey Rover is a Russian cruise liner.



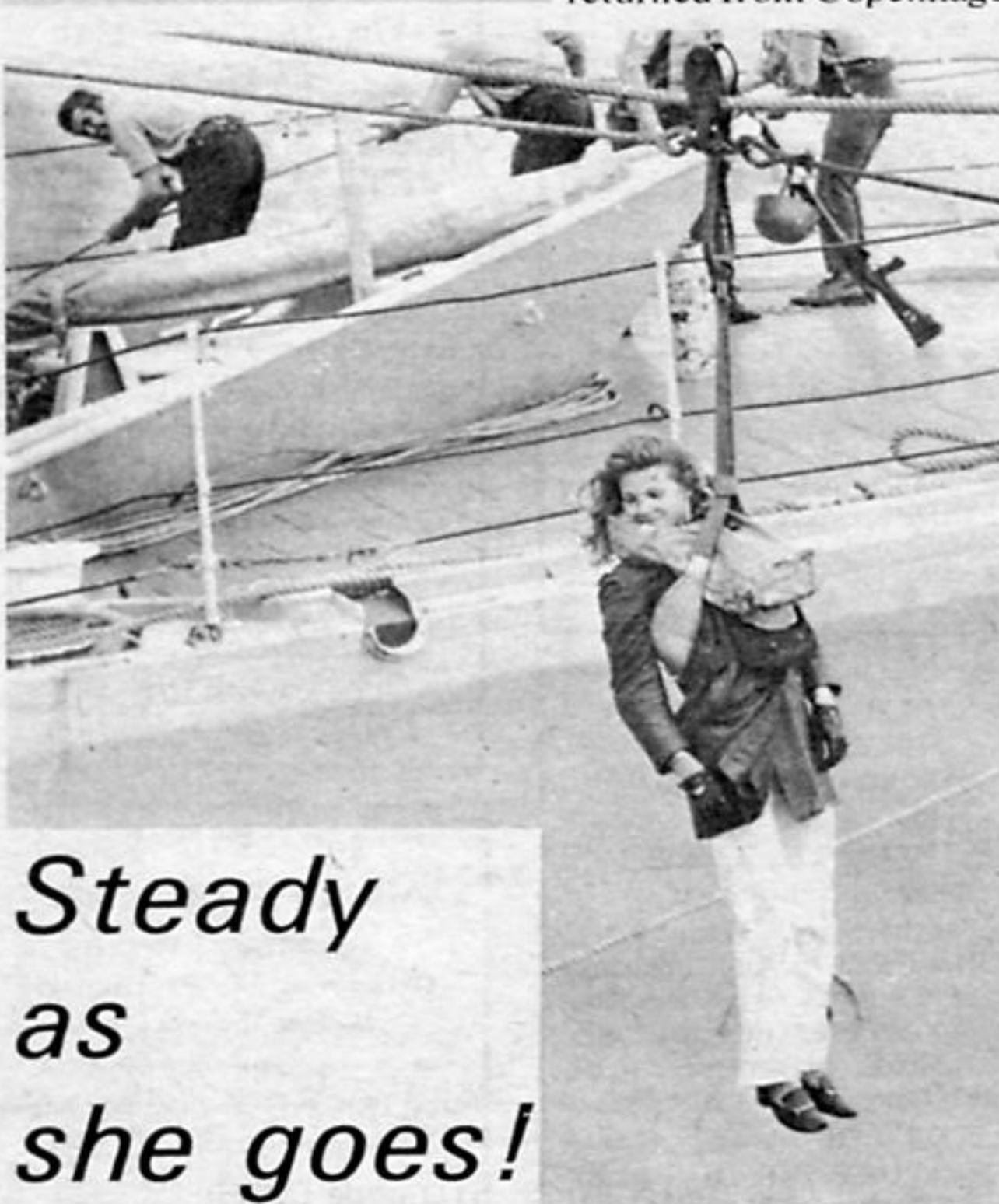
Buffers over a barrel...

The six Buffers of the Portland Squadron held a daily convention while in Copenhagen, and rounds of each ship were followed by a chat at the convenient hour of noon. Attendance was voluntary, but it cost any absentee a barrel — which probably accounted for the ease with which Osprey Chief Photographer Charles H. Thompson got them together! They are, left to right, the Palliser's John Purdie, Roy Langford (Grenville), Brian Humphreys (Hardy), Pop Hooper (Undaunted), Ron Shephard (Ulster) and the "baby" buffer from the Dundas, Peter Harrison.

SQUADRON FAMILIES DAY

Grenville's transfer treat

Light jackstay transfers were among the entertainments provided for a families day off Portsmouth when the Squadron returned from Copenhagen.



One of H.M.S. Grenville's attractive guests is pictured here during a transfer to the Dundas. It was said by the sailors involved that putting the strain on the jackstay was much easier on occasions such as this — particularly when the young lady was on her way back to Grenville!

The Grenville invited two nursing sisters and four nurses along for the trip, not only to be prepared to treat any cases of seasickness among the 300 guests, but to give some of the staff of the Royal Naval Hospital, Haslar, a chance to see, in action, the men they mend.

CARTOONS

Fortunately, the nurses were not called upon in their professional capacity and were able to enjoy their trip to sea.

Other entertainments included fleet manoeuvres, helicopter displays and a continuous performance of cartoons to amuse some of the 160 younger visitors.

To the rescue!

Search and rescue helicopters operated by the Services attended 365 incidents, excluding false alarms, in the 12 months to the end of May, 1971.

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Fisgard's

H.M.S. Fisgard has acquired a "secret weapon" — and it's a prizewinner too.

Over a period of 18 months, artificer apprentices, aided by the designer, Inst. Lieut. Michael Hey, and staff instructors, busied themselves on successive Tuesday evenings constructing a hovercraft in their establishment workshop at Torpoint.

It was unveiled a few weeks ago in time to be entered in the competition at Calstock regatta, where it took first prize.

For the technically-minded the craft is constructed to an octagonal plan about 8½ ft. across. The lift comes from a 3½ ft. diameter centrifugal fan, also designed and built at Fisgard, blowing air through peripheral nozzles into a central plenum.

The nozzle fingers are made of a nylon fabric and direct the air jets inwards. A flexible bag is fitted outside the nozzles and provides extra lift.

Both the lift and drive engines are 197 c.c. Villiers two-stroke. The drive comes from a two-bladed propeller 2½ ft. in diameter, and the whole drive unit is mounted on a swivel and provides a dramatic manoeuvrability.

Responsible for construction were: Inst. Lieut. M. Hey, CPO W. Muller, Mr. J. Foy (civilian workshops instructor) and Artificer Apprentices Austin, Bainbridge, Blake, Donaldson, Green, Hobson, Johnson, MacLean and Mohammed.

H.M.S. TENACITY

The Vosper-Thornycroft private-venture 142ft. fast patrol boat Tenacity has completed a two-month period on charter to the Royal Navy — for which she became H.M.S. Tenacity.

Being more representative in size of some modern foreign FPBs than the Royal Navy's own present craft, she provided an opportunity to gain useful operational experience.

The Tenacity, which embodies the concept of a larger missile-armed FPB, spent 147 hours at sea in all weathers.

She really flies . . . An action shot of the Fisgard hovercraft with Inst. Lieut. Hey in the hot seat, and "safety attenders" Blake (right) and Bainbridge.



'secret weapon' lifts a prize



Cdr. J. Penny receives the sword, on behalf of H.M.S. Sirius, from Marshal of the Royal Air Force Sir Dermot Boyle.

Sword of Peace for Sirius

The valuable contribution of H.M.S. Sirius in strengthening friendly relations in the West Indies — and particularly her assistance after the St Kitts ferry boat disaster — has earned the ship the 1970 Sword of Peace.

Recovering survivors and bodies from the shark-infested waters off St Kitts was a hazardous and gruesome business, carried out with great determination by the frigate's Gemini crew, stretcher parties and medical team.

The Sirius rescued nearly 100 survivors during the operation, which effectively demonstrated the prompt availability of Naval assistance in the area.

One of three presented annually by Wilkinson Sword Ltd. to a unit of each of the Services, the Navy's sword was received by Cdr. J. Penny, commanding officer of the Sirius.

The Navy was represented at the presentation in the Cutlers Hall, London, by the Second Sea Lord, Vice-Admiral Sir Andrew Lewis.

Even under normal circumstances the Sirius fosters good relations in the Caribbean, giving children's parties, entertaining the islands' inhabitants, helping lighthouse keepers and training police launch crews.

The Army Sword of Peace went to No. 253 Signal Squadron, which in 1970 laid on supplies of electricity to four remote and primitive villages in Hong Kong, and apprentices of No. 1 School of Technical Training, R.A.F. Halton, won the R.A.F. sword for their enthusiastic support of local charities.

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All he said was 'Hello Dad' ... but David was put on a 'charge'



"Was guilty of an act to the prejudice of good order and naval discipline in making an improper remark to his superior officer in Her Majesty's ship Blake. . . " reads Fleet Master-at-Arms Samuel Gregory.

But as the smiling faces suggest, the charge was not all that serious. In fact, young David Lowden's only "offence" was to call the said officer "Dad".

Sixteen-year-old David, a petty officer in the Combined Cadet Force (Naval Section) of Churcher's College, Petersfield, was hauled before "Dad" — Cdr. Graham Lowden, the Blake's executive officer — for the photograph's benefit.

David and 28 other cadets, with their officer-in-charge, Lieut. John Ward (C.C.F.) R.N.R., joined the command helicopter cruiser by launch at Spithead when she was carrying out trials in the Channel.

They visited the operations, gun direction, and engine rooms before finishing their tour with a bang — the firing of the ship's 6in. guns.



RESCUE TROPHY

This time they won a handsome trophy — next time their efforts could save a life. Lieut.-Cdr. Tony Kendrick is pictured above with the Henri Dunant Trophy which was won by the Royal Navy Search and Rescue helicopter team, of which he is the captain.

The 28 members, including four Wrens, were victorious in the first international SAR competition, in which 11 teams, comprising 22 crews from seven countries, took part.

Vidal variations!



The officers of H.M.S. Vidal, who show remarkable imagination in their variation on the group photograph theme, claim to be the only wardroom in the Fleet with 13 lieutenants — and no other rank.

The Vidal is commanded by Cdr. J. Paton, who has had no lieutenant-commanders, sub-lieutenants of midshipmen among his officers since January.

"Unfortunately," says our correspondent, "our record is to be broken by the promotion of the supply officer, and by the importation of a sub-lieutenant for passage watchkeeping duties."

The Vidal was arriving at Chatham on August 3 at the end of her last commission.

On paying off, she will have steamed some 470,000 miles

House loans beyond Sailors' Fund

"Perks" of industry nowadays often include such useful privileges as loans for the purchase of houses or cars (sometimes interest-free) and it was not unnatural that an approach on these lines should be made to the Sailors' Fund.

At the last meeting of the fund's Grants Committee some time was devoted to discussing a suggestion from REA1 Attack that the provision of house loans should be considered.

The committee were in no doubt that such a move would be most popular, but the facts of the situation gave their own reply.

The fund's total capital is £2,700,000. The amount outstanding under the official scheme for house purchase deposits is of the order of £4,800,000 — and that is much more limited in scope than the idea put forward by REA1 Attack.

It was unlikely, therefore, that even the total capital of the fund would suffice to meet the demand.

Other doubts were cast upon the proposal. For instance, it was unlikely that any insurance company would be prepared to issue a policy to cover defaults in payments, or any that did would demand a very substantial premium.

INTEREST

There was also the difficulty that it would undoubtedly be necessary to employ professional staff, and the administrative costs would therefore be high.

Weighing all things up, even if the lack of capital were not a limiting factor, it would be most unlikely that the interest rate necessary to cover costs would be less than that charged by building societies — a fact borne out by the smaller mutual (non profit-making) societies.

In the light of these arguments, the committee were unable to proceed with the idea, but nevertheless they welcomed the fact that REA1 Attack had been sufficiently interested in the fund to put forward the suggestion.

The committee were hopeful that other members of the Royal Navy and Royal Marines would not hesitate to put forward ideas.

The photograph was taken in Bahrain, just before the Vidal left the Persian Gulf, and the caption provided proves that the group's imagination also applies to the choice of nicknames.

Standing (left to right): Surgeon Lieut. "Dilles" Matchett and Lieuts. Carl Oberman, "Aidy-Baby" Bombback, "Dorris" Arnfield, "Bogey" Knight, Bob Pickstock, "Squash" Court, Chris Carleton, "Bo" Edmunds. Seated: Engineer Lieut. Alec Wheadon, Lieut. Dick Hearsey, Cdr. J. Paton, Lieuts. "Black Mac" Aveston and "Tricky Dicky" Richardson.

With the voice of authority

A body of professional mariners — including Royal Navy officers — is to be formed under the title of The Nautical Institution, or Institute.

The aim is to provide an authoritative opinion on nautical matters, including the avoidance of collision in the English Channel.

Chip ahoy!

That was the call when the Lord Mayor of Plymouth (Mrs. Dorothy Innes) paid an official visit to H.M.S. Plymouth in Devonport Dockyard.

During her tour she popped into the galley and just could not resist sampling one of PO Ivor Reynolds's specialities — chips.

Also enjoying the occasion was the commanding officer, Cdr. M. H. Livesey, who undertook another pleasant duty when he visited the Dame Hannah Rogers School for Handicapped Children at Ivybridge.

He handed over a cheque for £140, raised at a "village fair" on the ship's flightdeck while on Beira Patrol.

In July, the Plymouth paid a five-day unofficial visit to the Pool of London.



Picture: CPO Brian Gentry.

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SPORT
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Navy hits — BISLEY

top title

For the first time since 1965 a Royal Navy team won the United Service match, the premier Inter-Services match in the National Rifle Association meeting at Bisley.

The team score was their highest since 1963 when the Navy set up a record total.

Highest individual scorer was CEA1 A. Barlow (H.M.S. Bristol), who was one of five new members of the team. The non-shooting captain was Lieut. Maurice Ayling (Daedalus), who retires this year.

BEAT RECORD

In the Inter-Services short range match (TR), the Navy beat the record score they set up last year by 10 points, but still finished fourth, six points behind the R.A.F. and one behind the Territorial and Regular Armies.

The R.A.F. also won the long range match with a record score, beating the Army by four points and the Navy (who made only one point less than their 1970 record score) by six.

The Navy was fourth in both the Whitehead (service pistol) and Inter-Services sub-machine gun matches, and third in the Burdwan Cup (retained by the Army) for the best overall performance in the Inter-Services matches.

Naval Air Command won three trophies in the NRA meeting and were runners-up in four others.

NATIONAL SHOTS

Most successful naval competitors in the NRA meeting were MEA(H)1 Gladwin, AA1 F. H. Richards (Daedalus), Lieut. G. T. Bennett (Excellent), AA1 R. J. S. Curtis (Daedalus), REA1 E. W. Metcalfe (Collingwood) and REA1 M. Reed (Heron) and five serving naval shots who reached

the Queen's Hundred were Lieut.-Cdr. Way, Mid. H. N. Watson (St Andrew's University), CPO Gamblin, CPO Richards and L/Wren Joan Cronin, the first Wren to reach the final stage of the Queen's Prize.

Lieut. Bennett and CPO Richards shot for England in the National match and Mid. Watson for Scotland in the National and Mackinnon (both TR) matches.

Gladwin gets the Medal

In the R.N. Small Arms meeting, the Queen's Medal for the champion shot of the Royal Navy and Royal Marines was won by a naval competitor for only the second time since the medal was instituted in 1966.

The winner was MEA(H)1 D. Gladwin (H.M.S. Excellent), of Portsmouth Area.

Gladwin's win carried with it the R.N. Service Rifle Championship, and in the NRA meeting he won the Stephens competition (200 yards snapshooting) and the rapids aggregate (200 and 300 yards snap and 500 yards rapid).

AIR TRIUMPHANT

Air won all the R.N. meeting's major Inter-Command matches, including the Air Command Cup for the seventh year running, the Inter-Command cup for the sixth successive year, and the Hutton Trophy (pistol tiles) for the tenth successive year.

They won the Simonds Bowl (SMG tiles) for the first time, and their success in the Sub-Machine Gun Cup was their first since 1961.

The Navy men who won the United Service match were (standing): ERA1 Gamblin, Lieut.-Cdr. D. E. Way (Thunderer), REA1 M. J. Reed (Heron), REA1 E. W. Metcalfe (Collingwood), AA1 R. J. S. Curtis (Daedalus), MEA(H)1 Gladwin, and the reserve, CPOA C. J. Kendall (Pembroke).

... Seated are LS R. L. Gillmore (Dryad), Lieut. M. Ayling (Daedalus), who captained the team, CPO H. Woodward (H.M.S. Cambridge), the adjutant, and CEA1 A. Barlow (H.M.S. Bristol).

Picture: L. Air J. Sinclair



ON MEDAL TRAIL

After their record-breaking Navy swimming and water polo championships, Royal Navy swimmers were soon training for the A.S.A. championships, and, according to Navy coach CPO "Paddy" Hayes, hoping for medals from the nationals, things were looking quite bright.

In the Navy championships there were new records for LAM Dave Wilson, of Yeovilton (880 butterfly, individual medley and backstroke), NA Chris Boothby (100 and 200 yards freestyle) and LRO Parsons, of H.M.S. Dolphin (100 and 220 yards breaststroke).

VICTORY IN FAR EAST

The Singapore A.A.A. road running championship was won in June by the Far East Royal Navy Athletic Club 'A' Team, who beat the Army and a top local club, the Swifts.

The race, over a 10-mile course, was for teams of six (four to count), and, for the Navy club, it marked the end of a successful cross country and road running season.

The preceding two months had been taken up with a road relay league in which teams from H.M.S. Terror and H.M. Ships Triumph and Albion, plus individuals from smaller visiting ships, figured prominently.

'A' Team placings in the road running championship were: L/Wtr Cole (Terror) 4th, PO Wtr Jeffrey (Terror) 6th, LS Cawley (Terror) 7th, AB Titterton (Triumph) 8th, AB Phillips (Argonaut) 9th, O.E. Mech Baxter (Triumph) 17th.

Top 'B' Team runner was LOEM McNichol (Triumph), 14th.

The agenda for H.M.S. Eagle's visit to Ascension during her journey to the Far East included a friendly football match against a local side on a pitch built on volcanic ash.

Since ship teams rarely find themselves playing football on a volcano, the Eagle did rather well to win the match — as the Eagle player (left in picture), displaying some fancy footwork, illustrates.

Meanwhile, the ship's golfers played local golfers on the only ash and clinker course in the world — with slightly less success (they lost).

Volcanic soccer!



The Royal Navy could be in for an invigorating dose of that famous West Indian "calypso" cricket at Portsmouth in August.

On Monday, August 9, the R.N. team turns briefly aside from the serious business of preparing for the Inter-Services championships to play the touring Barbados Cricket League team at U.S. Portsmouth.

TEST "PRODUCTS"

Famous former West Indies fast bowler Charlie Griffith captains the team for a league which,

in its 30-year history, has produced Test players of the calibre of Conrad Hunte, Seymour Nurse, Everton Weekes, the great Garry Sobers, and many others.

It should be a great game in a month which brings a busy fixture list for the Navy with matches against Sussex II, Hampshire II, Civil Service and the Club Cricket Conference before the Inter-Services contests at Lords against the Army (August 18) and R.A.F. the next day.

GOOD WIN

For the first time for many years the Navy defeated a strong United London Banks side at Portsmouth on July 2, writes Smiler.

The Navy lost two quick wickets, but opener Lieut. Henry Farmer became the side's "sheet anchor," accumulating runs slowly while others found the bowling just too good.

When Lieut. Simon Newsom joined Farmer, good running between the wickets brought the score to a respectable total.

Farmer was run out for a valuable 64 while Newsom made 34 of the Navy's 151, a total which left the Banks plenty of time to get the runs.

But, with some hostile bowling, Lieut. Gavin Lane struck early, and the Banks lost five wickets before the score reached 80.

Chris Parry, who had earlier taken 5-43 with his off spinners, scored a sensible 31, but Lane returned to polish off the tail, finishing with 5-45. Banks were all out for 139.

DISAPPOINTING

In a 55-overs match at Exeter on July 17, the Navy were narrowly defeated by Devon, one of the strongest bowling sides in the Minor Counties.

Devon were 74-2 at lunch, and the Navy fielding was falling below the high standard of the previous week.

Devon totalled a modest 182-8, with Lane having the best bowling analysis, and Tordoff

ERA1 F. Gamblin (left), H.M.S. Seahawk, was the first winner of the Ramsay Trophy, given by Lieut. G. M. Ramsay (below), H.M.S. Daedalus, for the competitor with the best overall record in the R.N. service rifle, pistol and sub-machine gun championships, and target rifle aggregate.

ERA Gamblin's success included winning the Sub-Machine Gun Championship.

Pat Ramsay, who won the R.N. Pistol Championship, was at Bisley as a naval competitor for the last time, as he shortly leaves the Service.

He first went to Bisley in 1949, and has done much to encourage shooting in Air Command.



Pictures — Lieut. C. G. Olliver.



'Calypso' cricket in sight

taking two wickets. The remainder were shared between Moylan-Jones, Lucas, Healey and Newsom.

The Navy's target was just over 3½ runs an over, but against such a good bowling side they never looked capable of getting them.

At tea they were 34-1 off 14 overs, and, despite a quick 20 from Lieut. John Dunt, Farmer and LME Knocker Whyte got bogged down.

The final target of eight runs an over needed off the last eight overs was too much, and the Royal Navy finished with 155-8, 27 runs behind.

But the Navy beat Quidnuncs in a rain affected match at Portsmouth on July 24 and 25 by 42 runs. Scores — R.N. 170-9 dec. (Moylan-Jones 52, Lucas 57) and 80-2 dec. (Farmer 32, Lane 32 n.o.); Quidnuncs 79-1 dec. and 129 (Lane 4-21, Lucas 3-47).

Healey took the last wicket with the first ball of the last over.

WELL CAUGHT!

Cpl. Peter Davey, the only British Serviceman selected for the side, took a vital catch for Singapore State in their recent Inter-Port match against Hong Kong.

Time was running out for Singapore when Davey's diving one-handed catch at silly mid-off brought the Hong Kong innings to a close.

The Royal Marines medium pace bowler, who won his Navy cap in the U.K. last year, also took 2-16 in Hong Kong's second innings.

The Navy lost to the Army 6½-5½ and the R.A.F. 9½-2½ in the Inter-Services Golf Championship at Royal St George's, Sandwich.

UNLUCKY JIM

The powerful Royal Marine middle distance runner, Cpl. Jim Douglas, is out of action again through injury. The picture below of Douglas (No. 61) was taken when he won the Reading Festival's Lillian Board Memorial mile in 4min. 6sec. on a very wet and slow track.

52 and still a Service ace!

Among the players who sweated through two fiercely hot days of tennis in the sun-soaked Inter-Command championships at Portsmouth on July 8 and 9 was CPO Kenneth Raven who, at 52, was the oldest player in the tournament.

He has 30 years' service in the Royal Navy to his credit, and contested his first Inter-Command tournament back in 1947. Since then, he has appeared often in the championships.

CPO Raven, who at present serves the Navy at H.M.S. Cambridge, Wembury, won one of his singles and one doubles match for Plymouth Command.

POMPEY "CRUISE"

But he and his team mates could not prevent Portsmouth Command from cruising to a resounding title win with 23 victories out of a possible 27.

Plymouth scored 12 victories, Naval Air Command 11, and Royal Marines eight.

Portsmouth beat Plymouth 7-2, Royal Marines 9-0, and Naval Air 7-2. Plymouth scored 5-4 victories over Naval Air and Royal Marines, while Naval Air beat the Royals by the same score.

Four tourists for Mauritius



Fixtures

AUGUST

- 2 — Cricket: Royal Navy v. Sussex 2, Hove.
- 2-4 — Tennis: Combined Services Championships, Wimbledon.
- 3 — Cricket: Royal Navy v. Hampshire 2, Southampton.
- 7 — Sailing: Fastnet Race, Cycling: Inter-Service 100 Km Massed Start, RAOE Long Cross.
- 9 — Cricket: Royal Navy v. Barbados Cricket League, U.S. Portsmouth.
- 10 — Cricket: Royal Navy v. Civil Service, Chiswick.
- 11 — Sailing: Woodcock Cup (Bosuns), Plymouth.
- 17 — Cricket: Royal Navy v. Club Cricket Conference, U.S. Portsmouth.
- 18 — Cricket: Royal Navy v. Army, Lord's.
- 19 — Cricket: Royal Navy v. R.A.F., Lord's.
- 27 — Swimming: Royal Navy v. Ulster, Belfast.
- 28 — Athletics: Great Britain v. Germany, Crystal Palace.
- 31 — Swimming: Royal Navy v. Otters, London.

Top Navy swimmer John Blake had a five-day trip to Yugoslavia with the British team for a two-day international match at Ljubljana on July 24 and 25.

Although Britain won the match 174-109, the 4-100 metres medley relay team, in which John returned a consistent 57.4sec., was narrowly beaten.

Gabbett, Watts the stars



It has been all systems go for a hectic programme of athletics in the July sunshine, and the Royal Navy's top sporting names have been hitting the headlines.

Commonwealth and national decathlon record holder Peter Gabbett, and that mighty Marine, Sgt. John Watts, stole a large slice of the limelight in the Inter-Services championships at R.A.F. Uxbridge on July 14.

Gabbett — now described in the national Press as Britain's top all-rounder — turned in a "one man show" in which he broke records in winning the 400 metres (47.5sec.) and long jump (23ft. 11½in.), came second in both the 100 and 200 metres, and anchored the Navy's sprint relay squad.

Meanwhile, despite back trouble, Watts, the new national discus record holder, impressively won the shot (53ft.) and the discus (186ft. 6in.), and Mike Turner won the javelin (232ft. 3in.).

But the Navy's hopes of finishing higher than third place in the Inter-Service championships for the first time since 1930 received a big blow even before the championships began when the news was

received that international 800 and 1,500 metres runner Cpl. Jim Douglas was back on the injured list.

Unlucky Jim, who was dogged by injury last season, had suffered a hairline fracture which was bound to keep him off the track for at least six weeks, robbing him of the chance to appear in the A.A.A. Championships and any possibility of going through to the European Championships in Helsinki.

Inter-Service result was — 1, R.A.F. (152 points), 2 Army (124), 3, Royal Navy (97).

NATIONAL RECORD

Five days before the championships, Gabbett and Watts appeared for England in the international against France at Alexandra Park, Portsmouth. Watts winning the discus with a new U.K. national record of 189ft. 7in.

Gabbett was sixth in the long jump, his 23ft. 9½in. being only just over 2ft. behind Lynn Davies's winning leap.

In the A.A.A. Championships at Crystal Palace, John Watts broke the British discus record for the second time in two weeks with 189ft. 11in.

Watts (discus) and Gabbett (decathlon) were both selected for the British team in the European Games.

Not surprisingly, Gabbett, Watts, Douglas and Turner had all featured prominently in the Royal Navy Athletic Championships on June 29 and 30.

ROYALS WIN

Douglas not only won the 800 and 1,500 metres but also smashed the R.N. record for the 10,000 metres in only his second race over the distance. His time was 30min. 48.6sec.

His was thus a major contribution for the Royal Marines who retained the team title with 135 points — second Naval Air Command (110), third Portsmouth (92), and fourth Plymouth (60).

The Gordon Wright Trophy for the winner of the 5,000 metres went to CEAL Joe Clare (H.M.S. Daedalus).

PO Trevor Walhen (Daedalus) won the Royal Navy Decathlon Championship at Victory Stadium, Portsmouth on July 3, thus lifting himself to seventh place in the British rankings. His score was 6,576 points.

THE 'FLYING' WREN

Top athlete in the WRNS is Chief Wren Deirdre Watkinson. The winner of four events for Group Three (Plymouth and Royal Marines) in the Royal Navy Women's Championships, she raced home first in the Inter-Service 100 and 400 metres events.

But, like the sailors, the Wrens finished third — 1 Army (77 points), 2 R.A.F. (69), 3 Navy (38).

In the Navy championships, the versatile Chief Wren added victory in the shot, a new event, to her triumphs in the 100, 200 and 400 metres.

Plymouth and R.M. won with 84 points, second Group 2 (Air and Scotland) 64, third Group 1 (Portsmouth) 53.

PHIL'S 50 HITS WORLD RECORD

The world's fastest runner over 50 miles — this title can be claimed by the Royal Navy's new Southern Counties and Inter-Service marathon champion, CRS Phil Hampton (BRNC Dartmouth).

He sliced 11min. 39sec. off the world record (formerly held by Alan Phillips, of Reading A.C.) in a gruelling race in scorching heat at Epsom on July 10 which also gave him the U.K. national and all-comers records.

In a humid heat which reached 82 degrees, he pounded out 200 laps of the track in 5hr. 1min. 1sec. to achieve what must be one of the toughest of world records.

Only four of the 12 starters finished — and Phil achieved an ambition which had eluded him in April when he unsuccessfully tackled the record at Alexandra Park, Portsmouth.

ANOTHER RECORD

Only 14 days before his world record run, Phil became Southern Counties and Inter-Services champion by winning the Polytechnic Windsor to Chiswick Marathon in a personal best and new Services record time of 2hr. 18min. 31sec.

This was the second time in the past three years that he had won this famous marathon, but his time was seven minutes faster.

SA Bill Preston (H.M.S. Dolphin), running his first long race after a period at sea, battled to the finish in just over three hours.

Wtr Vincent Clark (H.M.S. Tyne), running in his first marathon, was forced to retire at 17 miles after a good effort.

CRS Phil Hampton — world record holder.



Four ratings from H.M.S. Mauritius were in a Mauritius rugby touring team which visited Zambia.

The team — with RO2 Max Wall, POREL Garry Davis, POREL Andy Hamlet and RO "Spider" Webb — was invited to Zambia by the Diggers R.F.C., of Kitwe.

They played against four clubs and finished their two-week stay by flying to Livingstone to see the Victoria Falls, and spending three days sightseeing in the game parks on the Zambesi.

Finding a Mauritian team was not so easy because the island boasts only three rugby clubs, H.M.S. Mauritius being one of them.

But 22 players flew to Zambia to be accommodated in the homes of Diggers club members. Between matches and training, there were tours to copper mines, and night entertainment included barbecues and discotheques.

The visitors beat Roan 44-19, lost to Nchanga 3-8 and Mulfulira 8-42, and beat the Diggers 33-16.

CUP WON IN GIB.

The Royal Navy scored a historic victory in Gibraltar on June 12 — but the difference between triumph and defeat was remarkably slender.

John travels for Britain

The victory was against Gibraltar United for the Royal Navy (Gibraltar) to become the first-Service team to win the Senior Challenge Football Cup since its inception in 1895.

The margin was just one successful penalty shot after extra time!

In a final in which the Navy never held the lead (until that last gasp penalty), the score was 2-2 at full-time and 3-3 after extra time. Each team was allowed five penalty shots from which the sailors scored four and United netted three!

So R.N. (Gibraltar) added the Senior Cup to their achievement of being runners-up in the Gibraltar F.A. Senior League in what had been their most successful soccer season on the Rock.

NAVY FOUR IN SERVICES SQUAD

After the Inter-Services Basketball Championships, four Navy players selected for the Combined Services were Lieut. Roy Johnston (Collingwood), REM John Anderson (Seahawk), Mr. Bill Mungall (Lympstone) and Cpl. M. Vaughan (Deal).

In Edinburgh, Combined Services won the Redford Tournament against some top U.K. clubs.

Anderson and Mungall attended when the Services took part in an international club tournament from July 15 to 18.

It is hoped that Navy players will be involved for the first time with the Combined Services team in the NATO Tournament in Brussels.

Keelboat team back on top

The Inter-Service Keelboat Championships at Seaview saw a victorious Navy team back at the top again after three years of striving to regain this top trophy of the Services sailing world.

The Navy's second race was the one that did it — they beat the Army by the huge margin of 19½ points (29 to 9½).

This ensured that, although the R.A.F. had beaten the Navy by the narrowest of margins (1 point), the Navy were the Coningham Cup winners with an overall points score of 27½ (R.A.F. 37½, Army 48). The R.A.F. beat the Army 20½-19.

The Royal Navy team was led by Commodore C. J. A. Johnson (Commodore of R.N. Barracks, Portsmouth), the recently installed chairman of the Navy selectors. Sailing as team captain with Lieut. David Wines, Lieut. Ray Bate and PO Jim Saltonstall, he was supported by a strong team of tactical advisers and spinnaker hands.

Many of the R.N. team had been successful in earlier events at Seaview this year, with Portsmouth winning the Robertshaw Cup in the Inter-Command Championships, and R.N. Sailing Association beating Seaview Y.C. on their own water and in their own boats for the first time in four years, and coming runners-up out of 24 club teams in the Gold Cup the day before the Inter-Service championships.

Other members of the Navy Inter-Service team were Cdr. P. Richardson, Lieut.-Cdr. K. Sommerville Jones, LREM D. Hand, JEM C. Kitchen, CPO R. Mullender, REM W. Coombes, LS Saltonstall, and CPO P. Ridlet.

Winners of the challenge trophy for the best individual crew in the International Helicopter Rescue Meet were the Royal Navy's "B" crew, captained by Lieut. Chris Powell.

Tops at air-sea rescue

TROPHIES GALORE



Royal Navy search and rescue helicopters swept the board by winning five out of a possible six trophies at the annual International Helicopter Rescue Meet, held this year at R.A.F. West Raynham and hosted by Strike Command (as briefly reported last month).

Twenty-two helicopters forming 11 teams from seven nations competed for the coveted Henri Dunant Trophy, symbol of supremacy in air-sea rescue. In addition to the R.A.F. and Royal Navy, teams of two crews were entered by the Federal German Air Force, Federal German Navy, Royal Danish Air Force, Royal Danish Navy, Royal Netherlands Air Force, Royal Netherlands Navy, Royal Norwegian Air Force, Royal Belgian Air Force, and U.S. Air Force.

The R.N. team flew Wessex Mark I aircraft and took the major title against fierce and highly-skilled opposition from the R.A.F., who were overall runners-up, and the U.S.A.F. and Danish Navy, who tied for third place.

The week-long competition was in three parts. The first, a precision navigation event - where a

point was lost for every second early or late at initial take-off, at three turning points and at two landings, over a 110-mile route - was won by the R.N. "B" crew, who incredibly dropped only seven points.

Next, a 100-metre sprint to the aircraft followed by the rescue of a survivor from the North Sea resulted in the R.N. "B" crew again tasting success as runners-up.

On the final day, the R.N. "A" crew showed their mettle in front of a large and knowledgeable crowd by winning the precision winching event, in which crews had to display both accuracy and urgency by winching a weight on to a bullseye, against the clock, and with errors measured in centimetres.

So, from a field of 22, the two Fleet Air Arm crews, in an outstanding performance, collected the Henri Dunant Trophy for best overall team, the Best Individual Crew Challenge Trophy ("B" crew), Third Best Individual Crew Trophy ("A" crew), Navigation Trophy and Precision Winching Trophy.

TEAM MEMBERS

The Royal Navy's team captain and manager was Lieut. Cdr. Tony Kendrick and team coach was Lieut. B. E. Clarke.

"A" Crew: Lieuts. M. H. Fuller, D. M. Humble and S.B. Hayes, POREL M. C. Crumie, LMEM D. G. Blackman.

"B" Crew: Lieuts. F. C. Powell, M. Botand and J. M. Sellers, L.Ck. M. R. Mather, REM1 D. J. Spearman.

Ground crew: AA1 F. W. Firth (senior maintenance rating), AA1

P. Chapman, L.Mech.1 M. Staff, AA2 G. S. Sutherland, R.Mech.3 G. H. Embleton, PO El(A) G. L. Warner, PO AF A. Bain, LEM(A) B. C. Stonham, EA2 S. P. Clifford, LA(SE2) T. S. Gledhill, REM(A) R. P. Abbotts, EM(A) S. Walker, NAM K. G. Reed, NAM R. V. Culverhouse.

Recording personnel: L/Wren AM Linda Champion, Wren AM Lynn Marsh and Wren Weapons Analysts Sue Spencer and Sue Osborne.

One final statistic: Of the 30 trophies - including individual awards - gained in the competition, no fewer than 21 went to the Royal Navy.

KNOCKED 'EM FOR SIX!



Six shots, six hits... the proud record of LS Thomas Williams (above), who earned the title of the Navy's top missile aimer while serving in H.M.S. Londonderry in the West Indies.

But LS Williams, whose six Seacat missiles destroyed three target aircraft and three drogues, had to wait for the Londonderry's return to Portsmouth before he could receive his reward, the Seacat aimers' efficiency trophy.

After all Seacat firings had been analysed by experts, the cup was presented in July to LS Williams by the Commander-in-Chief, Western Fleet, Admiral Sir William O'Brien.

Advancement change - and how to benefit

A chance for the bright boys, introduced for chief petty officers earlier this year, has now been extended to the arrangements for advancement to petty officer and leading rate in the non-technical branches, and the W.R.N.S.

The new rules, explained in DCI 767/71, coupled with the selection processes for fleet chiefs and chiefs (now in operation), complete the main changes resulting from a thorough review of the advancement system.

Alterations in the method of advancement below chief technician in the technician branches (i.e. for artificers, mechanics, and medical technicians) are not contemplated, nor is it considered necessary to alter the present system of advancement to able rate governed by time and profes-

sional qualification.

Any rating affected by the new rules now issued should bear in mind this especially important point: that the date when he qualifies professionally will decide the order in which he joins the roster.

This time of qualification will be known as his "basic date." The present "basic roster date" (which is not necessarily the same as the date of joining the roster) will lapse.

With such importance placed on the actual date of qualification, action is being taken to ensure that when application is made for

a qualifying examination, the absolute maximum wait shall be four months (with provision for local examination if the delay is likely to exceed four months).

From December 1 this year, a standard minimum qualification of 18 months as an able rate and two years as leading rate will apply to all branches.

Dormant points are abolished,

and merit points will begin to be awarded two years after the basic date on which a man qualifies.

When rosters are so short that men have no merit points, advancement will follow in basic date order.

Merit points will have progressively greater effect on the longer rosters.

The need for educational qualifications for advancement to petty officer is being left in abeyance, but ample notice will be given should the idea be revived.

Submariners get dolphin badge

Submarine Command personnel now have their own gold metal brooch to indicate their specialist role in the Service. The badge shows two dolphins supporting a crown over a fouled anchor, and it is worn above or in the position of medal ribbons.

Presentations took place at H.M.S. Dolphin, the Clyde Submarine Division and Vickers' Yard at Barrow-in-Furness on July 15, and at smaller ceremonies at Rosyth, Devonport, Chatham, Birkenhead, and Dounreay.

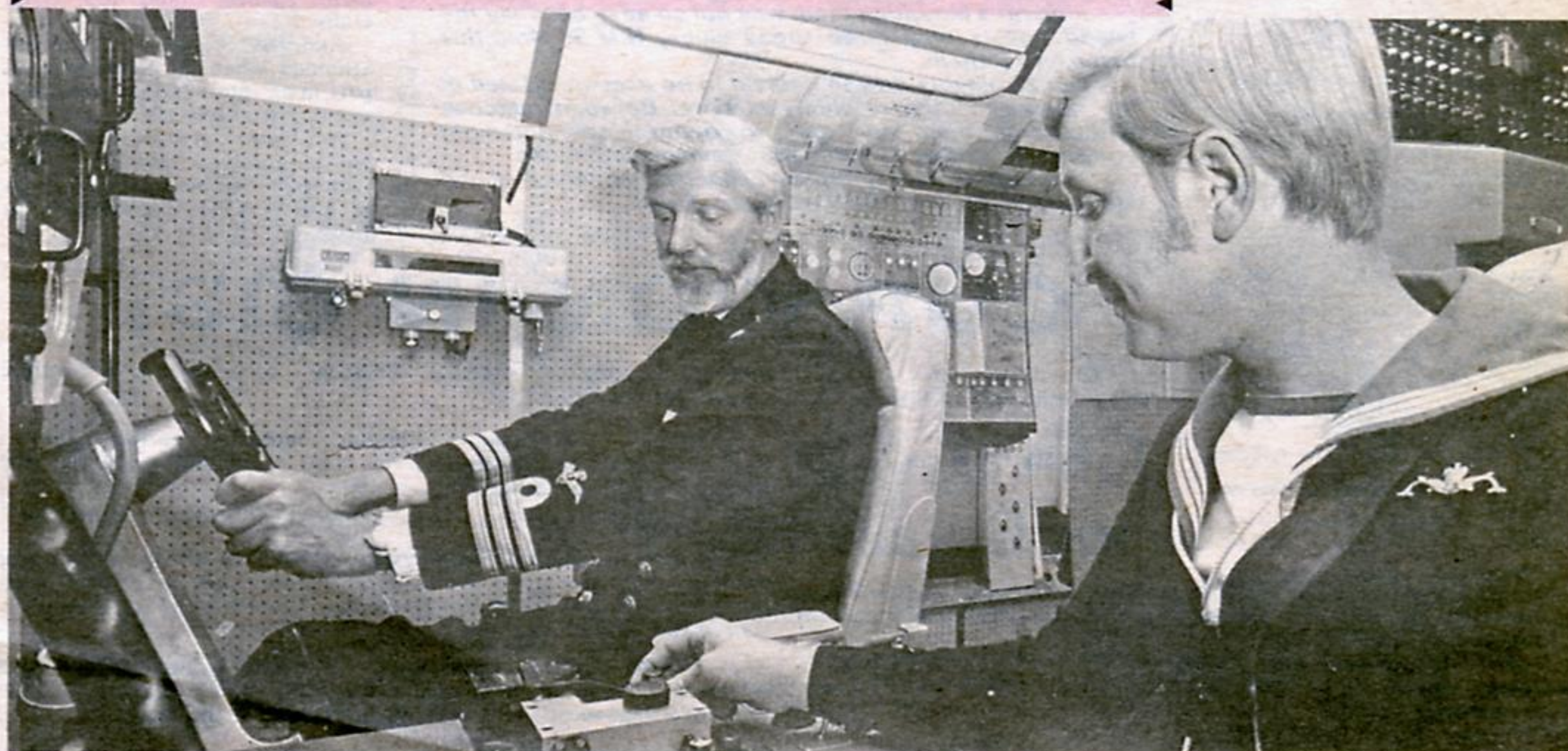
The badge has been

authorised by the Queen to be worn by qualified submariners, officers and ratings alike, to signify that they possess special skills related to a special environment. To qualify, a submariner must complete three different parts of submarine training, including theory, the special application to his particular trade and finally practice work in a submarine at sea. Length of training time can vary from four months to 15

months, according to trade specialisation of the individual.

The badge is not intended to indicate that submariners are a private Navy - they will always remain very much an integral part of the Fleet - but a specialisation badge has been in the offing for years to bring the submariner in line with aircrew, parachutists and the like.

In the picture, LS Clive King, wearing the new badge, demonstrates the piloting of a submarine to Cdr. P. J. F. Moore, a pilot in his own right.



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